

# The Hongkong Telegraph.

FOUNDED 1851  
No. 12, 552

六拜禮

號式十月八年

SATURDAY, AUGUST 12, 1922.

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1000 COPS  
100 PER ANNUM



## THE ALLIED CONFERENCE.

British Submit Counter Proposals.  
(Reuter's Service.)

London, August 11.  
Reuter learns that in the course of conversations between Mr. Lloyd George, M. Poincaré and M. Thunberg, who breakfasted together at No. 10 Downing Street, definite British proposals, drafted last night, were submitted as alternatives to M. Poincaré's proposals. The Premier resumed discussion of them this afternoon. As regards the report that Britain had agreed to the seizure of the German Customs, it is authoritatively stated that the Experts Committee had merely recommended a stricter carrying out of existing arrangements. While the Committee was of opinion that the taking over of State forests and mines in the Ruhr district was economically impossible, it admits the possibility of Germany making deliveries of timber for the restoration of the devastated regions.

### A Seven Hour Conference.

For seven hours to-day Mr. Lloyd George, M. Poincaré and M. Thunberg together wrestled with the thorny problems on which the Conference came to a deadlock, basing their discussions on the new British draft relative to the conditions for granting Germany the proposed moratorium which draft is said to be absolutely based upon the report of the Experts Committee. Sir Robert Horne was summoned to the consultation at the afternoon session.  
It cannot fairly be said that agreement is yet in sight, but the position is that certain suggested modifications have been referred back to the Committee for report.  
The experts are, therefore, re-assembling at the Treasury to-night. It is hoped to be able to submit a report to the three Premiers to-morrow morning.  
Mr. Lloyd George this evening conferred lengthily with Signor Schanzer.

## THIRD ANNIVERSARY OF GERMAN REPUBLIC.

Premier's Appeal for Internal Co-operation.

Berlin, August 11.  
On the third anniversary of the promulgation of the Republic Constitution, the Government building and many private houses were beflagged.  
The President issued a manifesto saying that in the heavy storms which had swept over the young republic, unity, right, and liberty had been threatened, but his firm hope in the salvation of Germany and the world would not be abandoned.  
The President, members of the Cabinet, officials, and members of the military assembled in the decorated Reichstag and cheered for the Republic, the Fatherland, and the nation. They listened to patriotic speeches by Herr Hummel and Tieden. The Premier warmly appealed for social co-operation in the work of reconstruction and urged the pursuit of the path of justice in foreign policy.  
It is not-worth that the Bavarian State buildings were not flagged.

## MISHAP ON ATLANTIC LINER.

Fears for her Safety Aroused.

London, August 10.  
Anxiety with regard to the White Star liner Adriatic, from Liverpool to New York was aroused by wireless messages received in America reporting a bad explosion in No. 3 hold, when 300 miles off Portland, Maine. The liner is proceeding slowly and might need assistance.  
Later, however, she wirelessed: "Everything O.K. no assistance required."

### The Casualties.

New York, August 10.  
Two members of the crew were killed, five seriously injured and one is missing in the Adriatic explosion. The vessel is proceeding at half-speed to New York, with 900 passengers.

## THE GROUNDING OF THE "RALEIGH."

U. S. Navy's Offer of Assistance.

London, August 11.  
The Admiralty announces that ten men missing from the Raleigh are presumed to be dead. The crew are sailing for Liverpool to-day.  
A message from Washington states that Admiral Sir William Pakenham gracefully declined the United States Navy Department's offer of assistance to the Raleigh as the personnel had been landed safely.  
A message from Halifax states that six of the crew of the Raleigh perished when the engine-room was flooded. The Raleigh has a great hole in the tanks and is resting two hundred yards from the shore. The bow water-line is submerged two feet.

## COUNTY CRICKET.

Yorks Win a Good Game.

London, August 11.  
At Canterbury, Kent beat Middlesex (the Champion county) by an innings and 30 runs, Woolley capturing thirteen wickets for 79.  
At Birmingham, Notts led Warwick on the first innings, Payton scoring 108.  
At Bristol, Yorks beat Gloucester by six wickets. Parker, the Gloucester bowler, who was taking his benefit, took nine wickets for 36 in Yorks' first innings.  
At Derby, the match between the home county and Essex was left drawn. Perrin scored 100 not out for the visitors.  
At Manchester, Lancashire led on the first innings against Hants.  
At Leicester, the home county defeated Glamorgan by 228 runs, Major Fowke scoring 98 for the winners.

## IMPORTANT RAILWAY IMPROVEMENT.

The Dream of Engineers.

London, August 11.  
The dream of railway engineers is believed to have been realised, railway coaches running on roller bearings which have passed tests on the Great Eastern Railway, promising economy in wear and tear of permanent way and the locomotives saving 25 per cent. in fuel. Hitherto, experiments have failed, owing to the impossibility of securing metal capable of standing the strain, but improvements in the manufacture of steel since the war have solved the problem.

## TOWARDS UNIFICATION.

Chan King-ming's Views.

We are enabled to-day to give an outline of the intentions of General Chan King-ming when he actively resumes control of the province of Kwangtung.  
In conversation with a certain Chinese gentleman, General Chan Kwok-man (Chan King-ming's brother) stated that it was recognised both by himself and General Chan that the remedy for the disorders of the country was unification, the realisation of which must be based on a central administration legally established, otherwise such administration would only be broken up again. The principal cause of the disorders of the country was that civil administration powers which should have been invested in local governments had been concentrated in the central government, whilst, on the other hand, the military forces, which should have been solely under the control of the central authority, had been in the hands of militarists in various provinces. General Chan King-ming is anxious to secure the administration of China on lines similar to those obtaining in the United States, where each State has its powers clearly defined and where there was no clash between the State officials and the central officials. The powers of the country's officials and the controlling of the country's revenues should be in the hands of the central authority, while the Civil Governor of each province should be elected by the people of those provinces. If such a scheme were properly carried out there would be an end to militarism, the Tachuns would be abolished and the disbandment of troops could be proceeded with. The question of the "legal protection of the South-West" would automatically disappear. Such unification as he desired could not be brought about by the authorities in the South-West alone, but there must be mutual co-operation with all the other provinces. Representatives of those provinces had already called on Chan King-ming and expressed their willingness to co-operate with him or others in bringing about the very much-to-be-desired result.

## ANOTHER PIRACY.

Launch and Tow Seized:

About nine o'clock on Thursday morning pirates seized a launch and tow (formerly a small Naval vessel) near Yellow Reach, at Junction Beach, West River.  
In the vessel towed were some 2,700 bags of rice. The pirates took 2,000 bags, leaving the remainder. The two captured craft were released at five o'clock yesterday morning and, proceeding on their way, arrived at Kowloon some five hours later.  
This report was by Capt. J. Mackenzie, of the S. S. Sun Ning, which left port for Kowloon last Thursday night and returned this morning.

## ZETLAND HALL.

Seeking a New Ordinance.

Notice is given in the Government Gazette that Zetland Lodge of Freemasons No. 525 E. C. and the Zetland Hall Trustees intend at an early date to apply to the Legislative Council of Hongkong for a Bill empowering the repeal of the Zetland Hall Trustees Incorporation Ordinance No. 4 of 1915, and the appointment and incorporation of New Trustees in the place of the Zetland Hall Trustees.  
The "Objects and Reasons" state—"Zetland Hall and the property on which it stands is vested by Ordinance No. 4 of 1915, in certain Trustees all of whom are members of Zetland Lodge and who are required by that Ordinance to hand over to Zetland Lodge all moneys they receive from those other lodges which are permitted by Zetland Lodge to use the premises for their meetings. The members of Zetland Lodge have found the cost of maintaining the property too heavy in recent years to be borne by a single lodge and as a result of negotiations the other lodges mentioned in clause 2 of the Bill have agreed to share the responsibility and to pay to Zetland Lodge an agreed amount for the surrender of their exclusive control. This Bill therefore substitutes a new Ordinance for No. 4 of 1915."

## DEATH OF LORD HENEAGE.

An ex-Gladstonian Figure.

London, August 11.  
The death has occurred of Lord Heneage, [Edward Heneage, first Baron (created 1896), was born in 1840, and after serving in the Life Guards, was elected for Lincoln as a Liberal in 1886, was Chancellor of the Duchy of Lancaster and Vice-President of the Committee of Agriculture. Left the Gladstonians over Home Rule, and later became Chairman of the Liberal Unionist Council. The heir to the title is the Hon. G. E. Heneage, the deceased peer's eldest son.]

## AFGHANISTAN IN DIPLOMACY.

Ministers for Europe Appointed.

Simla, August 11.  
The Chinese mission to Kabul is returning to China, and will leave Kabul immediately.  
Sardar Tarzi, ex-Foreign-Minister of Afghanistan and father-in-law of the Amir, has been appointed Afghan Minister to Paris, whether he will proceed this month accompanied by Chulam Sadiq, the new Afghan Minister to Berlin.

## U.S. TARIFF FIGHT.

The President Intervenes.

Washington, August 11.  
President Harding has intervened in the fight in the Senate over the flexible tariff provisions. He summoned a number of Senators to White House and emphasised the desirability of elasticity in the tariff during the present shifting world conditions.

## OIL CONCESSION SIGNED.

Paris, August 11.  
The Standard Oil Company's concession for the exploitation of oilfields of Czechoslovakia has been finally signed.  
(Other Early and Special Telegrams on Page 2 and 3.)

## A CLEVER FRAUD.

Criminals Pose as Revenue Officers.

Speculation is rife as to the identity of the three men who, dressed in clothing resembling somewhat the uniform worn by Revenue Officers, visited the China Merchants Steam Navigation Company's vessel Hsin Wah yesterday and successfully carried out a fraud on the unsuspecting company.  
A passenger left two rattan baskets with the comrades for safe-keeping, and at about one o'clock in the afternoon three men, two of whom wore white drill uniforms resembling those worn by the Chinese staff of the Revenue Department, came aboard and expressed a desire to see the contents of the two rattan baskets. These were opened and in one were found two pistols. The comrades, who was a witness to this discovery, was given to understand that a serious charge was impending against him in connection with the haul of the arms, and he was asked to pay \$1,000 as a condition for the withdrawal of the proceedings. Doubtless uncertain as to what extent he was held responsible, the comrades partially complied by paying a sum of \$200 to the three men, who collected the money and disappeared ashore.  
Some time later it transpired that the men had no connection with the Revenue Department at all. On a report of the transaction being made to the Revenue Department, an identification parade was arranged at the Harbour Office at which all the Chinese Revenue Officers were marshalled before the comrades. The three men who imposed the "squeeze" were not found amongst these officers, and it became clear that the fraud had been perpetrated by clever criminals. Incidentally it may be added that the passenger who left those baskets and who was then suspected of being hand-in-glove with the other three men, was kept under Police surveillance and his movements dogged by detectives as far as Bridges Street. When the time came to effect his arrest, the detectives entered the house into which he was seen to enter, but he had successfully escaped.

## AQUATIC SPORTS.

Another Jolly Evening at the V.R.C.

The Victoria Recreation Club held another of their night fetes at the Club bath last night. Despite counter attractions, there was quite a good attendance, the occasion being honoured by the presence of His Excellency the Officer Administering the Government (Hon. Mr. Claud Severn) and Mrs. Severn and other Government officials.  
By special request, there was an exhibition of diving from the twenty-foot platform, the performance of some of the ladies being very creditable. One of the most important events was the 100 yards interport trial, which was won by D. Lyon in 62 2/5 secs.  
The Blue Jazz Band gave a number of pleasing selections and at the conclusion of the sports there was the usual dancing.  
The following were the results of the races:  
Four lengths handicap (boys): (1) W. Matchim (94s.); (2) A. May (73s.).  
100 yards, interport trial: (1) D. Lyon (62 2/5s.); (2) D. Laing (66s.).  
Two lengths handicap (girls): (1) M. Groundwater (42s.); (2) D. Spanton (47s.).  
Two lengths handicap (open to E. M. Forces): (1) Boyle (37s.); (2) McDade (30s.).  
Running header from spring board (open): (1) D. Laing; (2) G. A. V. Hall.  
Team Race (members) 850 yards: D. Laing's team (3.46s.).  
Two lengths ladies' handicap: (1) R. Kitchell (45 1/2s.); (2) C. Smith (44s.).

## DR. WELLINGTON KOO.

Address to His Staff.

Peking, August 11.—When Dr. Wellington Koo assumed his office of foreign Minister on the 7th, addressing his staff, he stated that he had been so long from China that he was out of touch with Chinese affairs. In the gathering welcoming him at the Wai Chiao Pu he saw many old comrades to whom he looked for co-operation, without which his efforts would be considerably impaired. When he returned to China he had not thought of obtaining the Foreign Portfolio. His object was merely to take a holiday after seven years of continuous work abroad. He also wanted to study the present political conditions of China in order to be better informed when he resumed his duties abroad.

## CANTON NEWS.

Who Shall Be Civil Governor?

Our Canton correspondent writes to say that a meeting of civil and military officials was held at White Cloud Hill following the departure of Sun Yat-sen when it was proposed by some that Tang Shengyi should be asked to act as Civil Governor, whilst others wished that Admiral Tong Ting-kuang should act. The majority, however, insisted that General Chan King-ming, in his capacity of Commander-in-Chief, should also act as Civil Governor. Eventually it was decided to dispatch two representatives to Canton to request Chan to return to Canton and assume the office for the sake of keeping the peace.  
We learn that the cruiser Wingfung is still anchored off the Shamoen, but that it is now under the command of Admiral Wan Hsu-tak. It has been decided that the whole squadron will remain in Canton pending the unification of the country.

## TO-DAY'S MISCELLANY.

The sale at Christie's of a copy of "Cocker's Arithmetick" raised again the problem whether Mr. Edward Cocker, "late practitioner in the arts of writing arithmetick and engraving," was really responsible for the historic work that set our proverb "according to Cocker." The original foreword of the book sent it forth as providing "a full understanding of that incomparable art as it is now (1678) taught by the ablest schoolmasters in city and country," but it is long since a Professor de Morgan set out to prove that Cocker was not the arithmetician at all. Modern interest in Cocker is, of course, mainly pedantic and historic, since time has improved on him both in practice and theory, but settlement of the controversy would be interesting if only in giving "every schoolboy" some one definite to abuse. Peppys, who knew Cocker, testifies of him as "by his discourse very ingenious, and, among other things, well read in all our English poets."

Perhaps the nearest retort to an importunate applicant for a step in the peerage was that given by the Earl of Chesterfield to Lord Lovel. It is recorded in the Diary of Viscount Percival, 1730-1733. Lord Lovel told the Earl of Chesterfield that if he voted with the Court he expected to be paid for it by an earldom. "That," replied the earl, "is impossible: it is a thing the King cannot do." "Why not?" asked Lovel. "If you will have it," said the earl, "it is a maxim of our law the King can do no wrong." "Which said he left me Lord Lovel to digest it as well as he could," is the diarist's comment.

## THE SWATOW TYPHOON.

Latest Subscriptions.

The Hongkong General Chamber of Commerce subscription list has increased to the extent of over two thousand dollars since yesterday, the amount now standing at nearly fifty-four thousand dollars. The additional subscribers are:—  
Already acknowledged \$31,435  
The Canadian Pacific Steamships, Ltd. 1,000  
Messrs. M. S. Sassoon, R. A. Gubbay, and R. Howard 300  
Messrs. Pentreath & Co. 250  
Messrs. S. J. David and Co., Ltd. 200  
Messrs. Ku Che Hop 200  
Messrs. Caldwell Macgregor and Co., Ltd. 200  
Messrs. Geo. Grimbly & Co. 50  
T. H. King, Esq. 25  
E. Baker, Esq. 25  
P. L. F. 20

\$53,705

Medical relief being as urgent as financial, a party of University graduates have volunteered for free service at Swatow and left for that port yesterday by the Douglas boat. The group is headed by Dr. Cheam.

## INVENTOR OF THE CABLE-GUIDE SYSTEM.

The Scot again! It is now claimed that the real originator of the cable-guide system of leading ships safely through difficult channels during fog was a Mr. C. A. Stevenson, who invented it and described it in a paper read to the Royal Society of Edinburgh in 1893. The Council of the Society now state that, as a simple act of justice, these facts should be clearly recognised, and due credit should be given to Mr. Stevenson, who not only invented the pilot cable, but was the first to demonstrate practically how it could be used in guiding vessels by means of electric signals from a sunk cable. So the Academy of Science in Paris, which has been giving a present-day inventor all the glory, has been asked to do its part in this "simple act of justice."

## News in To-day's New Advertisements.

A good watch-dog is wanted Page 4.  
The University of California Jazz Band is at Repulse Bay Hotel to-night.—Page 7.  
Peck's Bad Boy turns up at the Kowloon Theatre to-day.—Page 12.  
At the Sunday Matinee at the World Theatre, Marguerite Clark appears in "Little Miss Hoover."—Page 12.  
W. J. B. Hughes is now Manager of Wah Hing & Co., 76 Des Voeux Road.—Page 4.  
Steam launch or motor boat wanted.—Page 4.  
The Consul for France states that the final date for the receipt of tenders for lighting Fort Bayard and Tcheam is 30th November, 1922.—Page 4.

## LISTEN!

Advertising is ideal to multiply the efficiency of Truth.

Anderson's advertise New Dance Records.—Page 3.  
Lane, Crawford's advertise China and Glassware.—Page 6.  
Lammert's on Tuesday will sell off 10 Bales of Cotton Yarn.—Page 4.  
The J.C.J.L. advise consignees of cargo of the arrival in port of the s.s. Sembilan.—Page 4.  
The Buysu Maru having arrived, the N.Y.K. give consignees of cargo the usual advice on Page 4.  
Westminster Cigarettes are reduced in price.—Page 2.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was \$6.9164.  
Lighting Up-Time.  
Lighting up time to-day, 6 p.m.



REDUCTION  
in  
PRICE



FREE  
NOVELTY MECHANICAL  
FAN  
WITH PURCHASES.

## SPECIAL OFFER WESTMINSTER TURKISH SPECIALS.

For a limited time only we are selling Westminister Specials at the reduced price of \$12.50 for 10 tins and presenting a mechanical novelty fan free with each purchase of 500 Cigarettes.

Apply—WESTMINSTER TOBACCO CO., LTD.,

Agents, BRITISH-AMERICAN TOBACCO CO. (China) Ltd.

Nos. 15 to 19, Connaught Road, Central.

### NOTICE.

**W. S. BAILEY  
& CO., LTD.**

ENGINEERS  
&  
SHIPBUILDERS,  
KOWLOON.

HARBOUR REPAIRS  
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Tugs, Barges, Light Draft and  
High Speed Vessels and  
Motor Craft.

Sole Agents for  
"KELVIN MOTORS."

Phone—

Works—K21

Manager—K635

STEAM LAUNCH FOR SALE.

**GREEN ISLAND CEMENT  
COMPANY LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong.

**MARTIN'S  
APOL & STEEL  
PILLS**  
A French Remedy for all Irritation of  
Throat and Lungs. Always keep a box  
of Martin's Pills in the house, so that  
on the first sign of any irregularity of  
the system a timely dose may be ad-  
ministered. These pills are also recom-  
mended for all cases of indigestion, bilious-  
ness, constipation and all other ailments  
connected with the bowels. They are sold  
in all chemists and druggists.  
**MARTIN'S  
APOL & STEEL  
PILLS**

### NOTICE.

K-675 H.K. 4002

**FOR HIRE  
MOTOR CARS**

AND  
**MOTOR  
LORRIES**

PASSENGERS  
FREIGHT  
OR

**BUILDING  
MATERIALS**  
TAKEN TO ALL  
PARTS OF COLONY.

**DOMINION MOTOR  
TRANSPORT.**

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PHONES { 4002

{ K-673

**PIANO  
FOR HIRE**  
at moderate Prices.

**TSANG FOOK PIANO  
COMPANY.**

94A Wanchai Road.  
PHONE 2127.

### NOTICE.

**MEE CHEUNG.**

Have you ever been troubled with a  
"shot" of yourself or your children? If not,  
you will be, if you go on!

**MEE CHEUNG**

Ice House Street.

Every photo we turn out is a picture  
Beautiful, Artistic, Permanent.

**JAPANESE MASSAGE.**

**MRS. H. SUGA**

**MR. U. SUGA**

No. 11, D'Aguilar Street,  
2nd Floor.

**JAPANESE PRIVATE  
MASSAGE.**

**Mrs. UENOYE c/o MATOUBARA**

Telephone No. 405.

Apply 2nd Floor,  
10 Queen's Road, Central.

Get a  
**VICTROLA**

and chase dull care away.  
**MOUTRIE'S—Sole Agents.**

### EARLIER TELEGRAMS.

**THE BOXER INDEMNITY.**

London, Aug. 11.

In a letter to the *Times*, Robert Lim, who signs himself as  
"Acting Chairman of the Central Union of Chinese Students in  
Great Britain and Ireland," replying to the letter from J. O. P.  
Bland, cabled on July 26, suggests that the grant for educating  
Chinese in England could be handled by a committee of Britishers  
and Chinese. He declares that the methods of government and  
industry in China depend entirely on the officials or traders'  
educational antecedents. For example a large majority of Chinese  
doctors are American trained, consequently American text books,  
drugs and hospital methods are largely employed. If the British  
would befriend the Chinese students in England more greatly  
the effort would not be lost in promoting better economic relations  
between Britain and China. He deems that the students desire  
to dominate China and says the Chinese do not desire education  
to be carried out at foreign expense. Suggestions with regard  
to the education of Chinese in England were only brought forward  
when it was indicated that the British Government might see its  
way to cancel or remit a portion of the Boxer Indemnity.

**INTERNATIONAL MOTOR CYCLE RACES.**

Geneva, Aug. 11.

In the final results of the six day motor cycle races, Switzer-  
land won with 2,900 points, Britain was second with 2,960, and  
Sweden third with 2,973. The competition for individual ma-  
chines was carried off by the British A. J. S. with 2,934 points;  
the American Harley-Davidson was second with 2,903, and the  
Swiss Motosacoche third with 2,975. The individual lightweight  
competition resulted in a tie between the Swiss, Condor and the  
British Levis. The 350 category was carried off by Eric Williams  
on an A.J.S. The sidecar class was won by a Swiss riding a  
Harley-Davidson.

### RESTRICTED TEA PRODUCTION.

London, Aug. 11.

The diminishing market for cheap tea has caused the Indian  
Tea Association to instruct its managers in India and Ceylon to  
refrain from coarse plucking of the present year's crop, aiming  
at quality and not quantity. Incidentally this method is in  
accord with the policy of restricted production, on which the  
growers are agreed.

**OIL LAND RIGHTS.**

Washington, Aug. 11.

The State Department has issued a statement, expressing the  
opinion that the recent oil-lands decisions in the Mexican Supreme  
Court do not effectively protect the rights of American land-  
owners, adding that they apparently establish a precedent in pro-  
tecting improved oil-lands from confiscations, but do not  
guarantee lands in which mining has not actually been begun.

**THE DAVIS CUP.**

Boston, Aug. 11.

In the Davis Cup semi-finals, Cochet (France), defeated  
O'Hara Wood (Australia) 6-4, 3-6, 6-0, 7-9, 6-4.  
(Patterson (Australian) beat Gobert (France) as per earlier  
cable.)

**INTERNATIONAL MINERS' CONGRESS.**

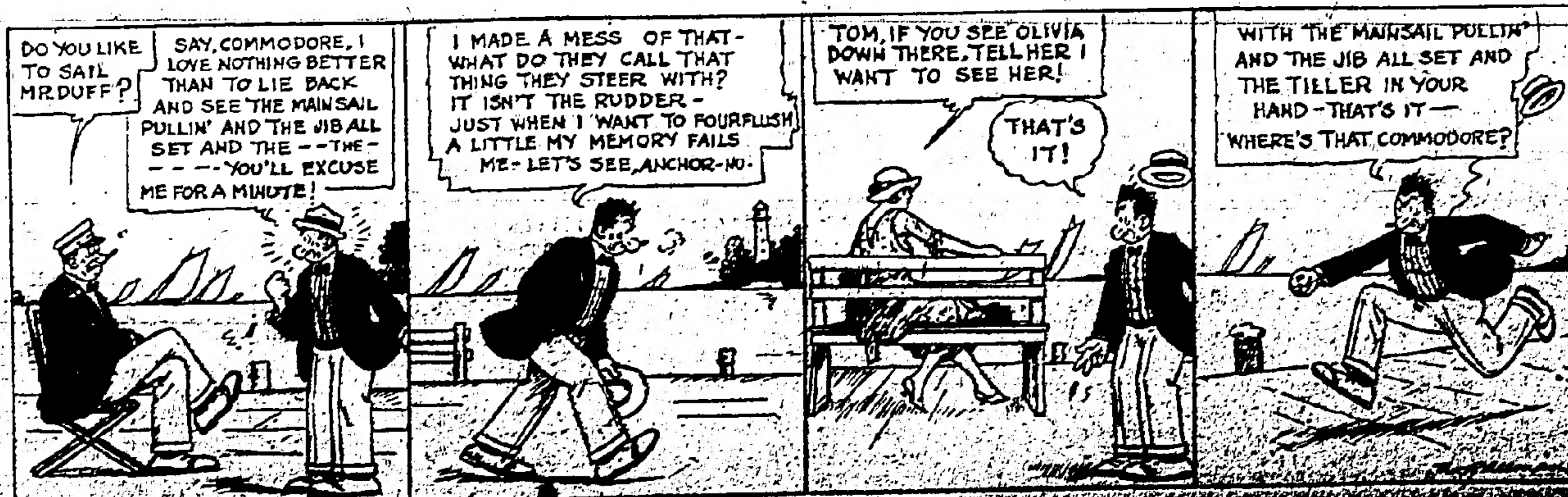
The International Miners' Congress at Frankfurt has decided  
to hold similar congresses every two years. Resolutions adopted  
favoured the prohibition of underground work for women and  
youngsters under 16 and the introduction of a seven hour bank to  
bank shift in all countries.

(Continued on Page 3.)

### DOINGS OF THE DUFFS

Tom and Helen Were Guests at the Yacht Club.

BY ALLMAN





## TABAQUERIA FILIPINA SALE

(Once in FOUR YEARS)

SMOKERS REQUISITES ... 15%  
CIGARS, CIGARETTES and TOBACCOS ... 10%  
R.A.T.'S GOODS—PRICES MODERATE.

(on the bases of Price-lists of July, 1922)

**THREE WEEKS ONLY**

(From 1st. August to 21st. August)

**STRICTLY CASH**

Tabaqueria Filipina, 38, Queen's Road, Central.

To Hear is to Prefer Call At

**THE BRUNSWICK STUDIO**

for the

**LATEST DANCE RECORDS**

played by

THE LEADING NEW YORK ORCHESTRAS.

BANK OF CHINA BUILDING  
1st Floor.  
Tel. No. 4028.

## APPETIZING

A healthy appetite is most desirable during the Summer months. This can be easily had by having on your table, the most delicious and appetizing

DAW, SEN & CO'S MAJOR GREY or SWEET SLICED MANGO CHUTNEY, BOTH AT YOUR CHOICE.

Daw, Sen's Curry Paste or Powder are also a speciality. A stimulative dish, such as good Indian Curry, would do much good to the stomachs of those who drink freely of cold beverages in these hot summer days. Obtainable from all commodore shops and the Universal Providers' one priced stores.

## JAMES STEER.

9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

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15, Morrison Hill Road.

## THE EASTERN SUPPLY CO.

General Contractors, House and Office Fittings, Ship Upholstery and Paintwork.  
Office: 34, Queen's Road. Works: Heung An, Wanchai.  
Telephone 4101.

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Established 1884.

METAL GOODS and SUNDRY HARDWARE  
Telephone 1992. 120, Queen's Road.

## E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

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## THE DUNLOP CORD

The finest tyre that money can buy.

**LOW PRICE, LONG MILEAGE, NON-SKID.**

A Satisfactory tyre.

Give the

## DUNLOP CORD

a trial alongside any other tyre.

You will be astonished at the low price.

Apply for a price list.

Stocks carried by the

## DRAGON MOTOR CAR Ltd. Co.,

24, Des Voeux Road Central.

Telephones 482 and 3552.

## STAR THEATRE.

### "The Law of Men."

If the trouble is taken to draw up a comparison of the various works of modern authors it will be found that the most recurrent theme is that which treats of the question of sex. That may be put to the present day tendency to approach in a franker manner the more realistic problems of life, and any work that would present the subject in an instructive way to the public must be of great interest to them. It goes without saying, in primitive times the caveman out to avenge his good name resorted almost entirely to his club and nothing further would have happened afterwards. In question this method of working out the solution to the eternal problem. Society, however, has progressed much since those early days. New transgressions have been woven over his actions and one of these was the law of his own making which decrees that for taking a life he must forfeit his. This was the phase presented in an absorbing form in the "Law of Men" which was screened for the first time at the Star Theatre last evening. The interest in the picture is well sustained by the artistic way in which the story is produced.

### CONSTANCE TALMAGE AT THE CORONET.

All the charm of her fascinating personality is revealed by Constance Talmage in "Two Weeks." The bright comedy which is being screened at the Coronet just now. She has the part of a pretty chorine who, like a much needed ray of sunshine, finds her way into the home of a trio of crusty bachelors. So successfully does she brighten up their existence that one of them loses his heart to her and is promptly accepted. But before that happens there come about a variety of deliciously amusing complications which furnish Miss Talmage with many opportunities to display those qualities of sprightliness and vivacity for which she is so justly famed.

The evidence for the prosecution was completed at the Magistracy yesterday afternoon of a remand case in which a former clerk of the Dragon Garage was charged with attempting to utter a forged \$100 note and with unlawful possession of the note. Evidence was given by the master of the Tung Yuen restaurant, Yau-mat, that, at 2 a.m. on the 19th June, a man who was with the defendant tendered the note at the counter to pay a bill. After the note had been rejected the defendant picked it up and put it into his pocket. The Magistrate (Mr. E. W. Hamilton) adjourned the case until the 16th, to consider the point that arose out of Mr. Leo d'Almeida's submission for the defence as to whether to convict for uttering it was necessary to find that the accused presented the note himself.

## THE VICTROLA

We are now open by arrangement. MOUTRIE—Sole Agents.

## EARLIER TELEGRAMS.

Continued from Page 2.

### THE FIGHTING IN IRELAND.

London, Aug. 11. The actual position at Cork is obscure. The irregulars do not appear to have evacuated the city hitherto, though many buildings, including the military and police barracks, are burning. The Nationals are consolidating their position preparatory to completely investing the city, news of the fall of which is hourly expected. Meanwhile, heavy fighting is proceeding.

### WAR JUNK.

Lille, Aug. 11. A wagonload of live shells dug up near Maubeuge exploded. Five men are missing. Mangled remains have been found, but identification is impossible.

### THE EMPEROR OF ANNAM.

Marseilles, Aug. 11. Before proceeding home the Emperor of Annam, telegraphed M. Millerand, thanking him for his reception in France and assuring him of unwavering allegiance.

### GERMAN-AMERICAN WAR CLAIMS.

Washington, Aug. 11. Negotiations have been successfully concluded between Germany and the United States with a view to the establishment of a commission to decide war claims.

### CHINESE POLITICS.

Peking Aug. 11.—The late Minister of Navy (South) Ching Pukwang and Dr. Wu Ting-fang have been granted the ceremonies of State Burial. The former is also bestowed with the posthumous First Order of Merit.

Shanghai, Aug. 11.—It was decided at a cabinet meeting on the 10th attended by Dr. Wang Changwei, to despatch Chou Chi-chai and Ting Heng to Europe and America to study industry. The seamen of the China Merchants' Steam Navigation Company's steamer at Hankow struck on the 8th, demanding an increase of pay. The Company's Board of Directors have wired the Ministry of Communications saying that as the seamen had struck for an increase of pay, they had temporarily to stop the running of the river and coast steamers.—Tsun Wan Yat-po.

### MISSING B. I. STEAMER.

#### No News of the Gondia.

No word has been received of the British India s.s. Gondia, which is now five days overdue in Shanghai and Rangoon. It will be remembered that the Gondia missed the big typhoon which struck Swatow, by about 100 miles. She was then going north. At the same time another typhoon, which finally reached Shanghai, was about 600 miles away and heading for the same direction in which the Gondia was steering. The local office of the company, however, state that they are not alarmed, and that her wireless apparatus may have been broken in the storm, thus preventing her from notifying her whereabouts. The last heard of her was on August 2, when she spoke to Cape D'Agulier, giving her position as about 200 miles south-east of Hongkong.

### EARLIER SPECIAL TELEGRAMS.

From Our Own Correspondent.

### HELP FOR SWATOW.

Shanghai, August 11. The U. S. Consulate here has been advised that a cholera epidemic is threatened at Swatow. Shanghai is preparing to send anti-cholera and anti-blood-poisoning remedies, also money and surgical dressings. A delegation of ten doctors and nurses are delaying their departure, as advices are that they are not needed.

### GENERAL NEWS.

#### SHANTUNG FUNDS.

The Director of Shantung Rehabilitation has submitted to the Cabinet a scheme relating to official contributions towards the redemption of the Shantung Railway, whereby officials drawing more than \$100, would contribute two per cent. of their salaries. These funds would be deducted and paid into four Chinese Banks.

#### INTERNATIONAL JUSTICE.

The Hague Professor De La Pradelle, as agent of the French Government, argued the case of France in regard to the competence of the International Labour Organization in the matter of agricultural labour before the Permanent Court of International Justice. He maintained that the said organization was not competent, because the text of the labour section of the Treaty of Versailles referred only to industrial labour, and that agricultural labour was by its very nature not subject to the application of the Treaty.

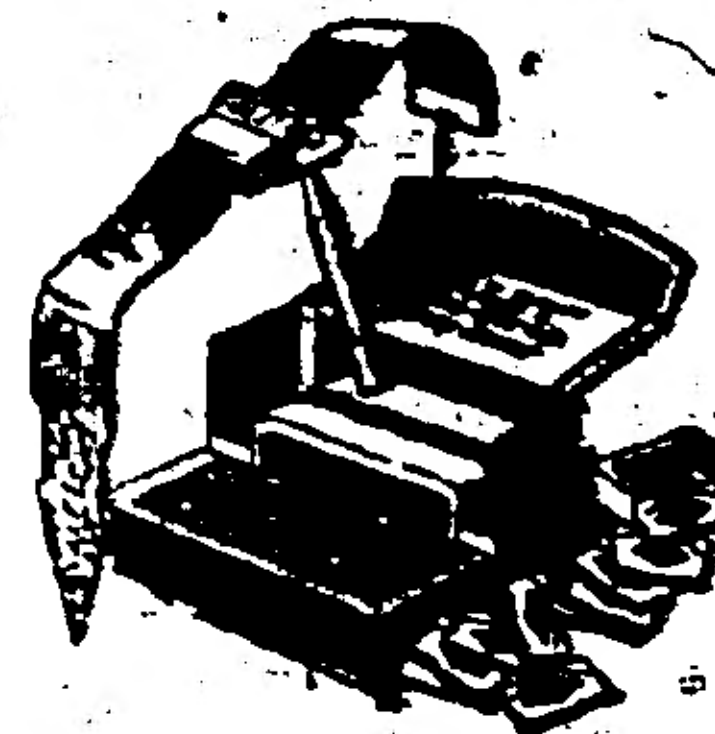


## THE SECRET OF AN EASY SHAVE

lies in the sharpness of the razor blades. "Valet" blades are the sharpest in the world, but they would soon lose their edge if it were not for the automatic stropping device which is the essential feature of the "Valet" AutoStrop razor. A few strokes on the strop retain a perfect shaving edge on the blade for weeks and weeks.

## "VALET" AutoStrop Safety Razor

THE STANDARD SET (No. 1) consists of razor, strop, brush and soap. "Valet" blades are made in England and are the sharpest in the world. All high class dealers.



Dance Music of To-day on



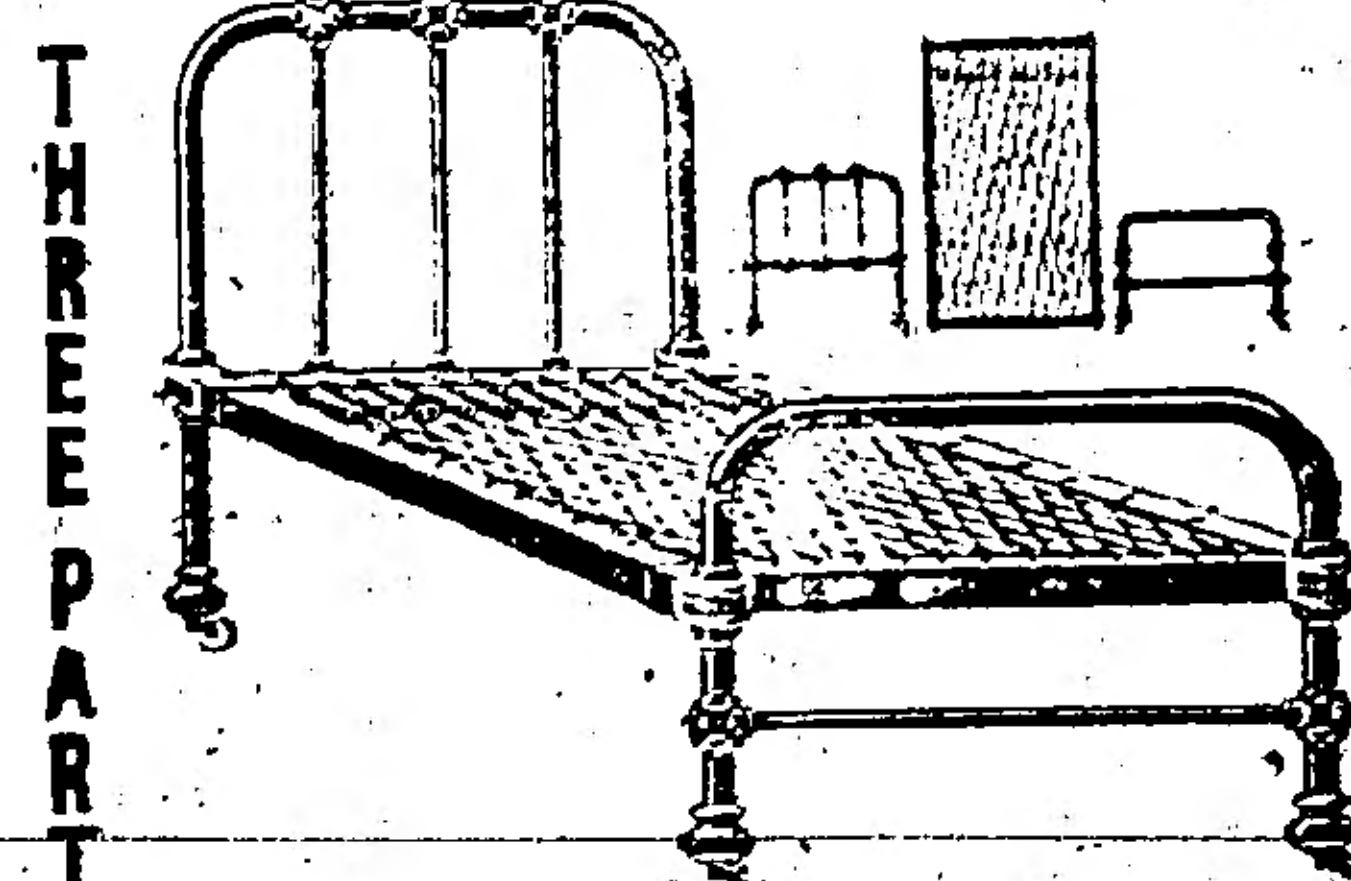
## Columbia Records

- |      |                                     |           |
|------|-------------------------------------|-----------|
| 3533 | LOVEABLE EYES                       | FOX-TROT. |
|      | SWEET INDIANA HOME                  |           |
| 3631 | BAMBOO BAY                          |           |
|      | RICKY KOO                           |           |
| 3628 | PARADE OF WOODEN SOLDIERS           |           |
|      | TWAS IN MAY MONTH                   |           |
| 3629 | YOU'RE LIKE A RAY OF SUNSHINE       |           |
|      | I LOVE HER, SHE LOVES ME            |           |
| 3627 | PICK ME UP, LAY ME DOWN             |           |
|      | LONG FOR YOU BLUES                  |           |
| 3635 | SWANEE BLUE BIRD                    |           |
|      | NO USE CRYING                       |           |
| 3611 | STUMBLING                           |           |
|      | WHO TIED THE CAN ON THE DOG'S TAIL? |           |
| 3612 | BIRDIE                              |           |
|      | WHERE THE VOLGA FLOWS               |           |
| 3502 | BYGONES                             |           |
|      | POOR LITTLE ME                      |           |
| 3503 | SOME SUNNY DAY                      |           |
|      | GEORGIA                             |           |

AT

## ANDERSON'S

## WHITEAWAY'S GREAT BARGAIN SALE



SIZE 3 ft. by 6' 6"

BLACK \$19.<sup>50</sup> EACH

WHITE \$23.<sup>50</sup>

ALL FITTED WITH STRONG COPPERED SPRINGS AND BEST ENGLISH MAKE. ALSO A LARGE SELECTION OF SIMMONS DOUBLE BEDS.

AT GREATLY REDUCED PRICES.

BABY COTS

\$19.50 Each.

FIRST FLOOR, ELECTRIC LIFT.

WHITEAWAY, LAIDLAW, CO., LTD.



## NEW ADVERTISEMENTS.

## WANTED.

**WANTED.**—To purchase or charter steam launch or motor-boat suitable for towing small cargo boat. Draft with all stores on board not to exceed four feet. Communicate with Messrs. Jardine Matheson & Co., Ltd., Hongkong.

**WANTED.**—Office Assistant to take charge of Correspondence and Bookkeeping in Export & Import business. Chinese preferred. Apply own handwriting, stating age, experience & salary required, to P.O. Box No. 96.

**WANTED.**—Good watch-dog. Terrier (Irish or Fox) preferable. Reply to Box No. 762 c/o "Hongkong Telegraph."

## TO BE LET.

**TO LET.**—FANLING, A New Bungalow situated on Wo Hop Sek. Apply to Tsang Foo & Co.

## FOR SALE.

**FOR SALE.**—Steam Launch—Length 66 ft. Speed 10 knots. First Class Condition. Apply Box No. 741 c/o "Hongkong Telegraph."

## NOTICE.

**WE** beg to inform the public that Mr. Tong Man Kwe has no longer any connection with our firm.  
**WAH HING & CO.**  
Hongkong, 11th. August, 1922.

## NOTICE.

**WAH HING & CO.** (No. 78, Des Voeux Road, Central) Contractors to H. M. Naval Yard, Hongkong; Importers & Exporters; Coal Merchants; General Contractors & Provision Merchants; Shipping Agents; Storekeepers, etc., etc.  
We have this day appointed Mr. J. B. HUGHES as Sole Manager of the above company.  
**WAH HING & CO.**  
Hongkong, 11th. August, 1922.

## NOTICE.

In 1921 this Company paid to policy holders and their dependants  
12 Million Gold Dollars,  
an average of 33,000 Gold Dollars per working day.  
All payments are made promptly.  
The Sun Life Assurance Co. of Canada.  
15 Queen's Road Central, Hongkong.  
P. M. Walker, Manager.

## CONSULAT DE FRANCE.

**Re Tenders for the Lighting of the Towns of Port Bayard & Tchekam**  
**WE** beg to inform the Public that the ultimate date for the reception of the tenders for the lighting of the towns of Port Bayard and Tchekam which has been previously fixed on the 1st of October next has been postponed till the 30th of November 1922.  
**E. KREMER**  
Consul for France

## MORTGAGE INVESTMENTS WANTED.

**MESSEDEACON, LOOKER, DEACON & HARSTON**, of No. 1 Des Voeux Road Central, Solicitors, have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on first class Mortgages of house property.

## ST. STEPHEN'S COLLEGE.

**CORNER** of Bonham Road and Western Street, Hongkong. Examination for New Boys. Saturday, Sept. 9th, at 9.30 a.m. School begins September 11th. For Prospectus for boarders and day boys apply The Warden, St. Stephen's College, Hongkong.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

**VEREENDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ** (United Netherlands Navigation Company, Ltd.)  
**HOLLAND-OOST AZIE LIJN.** (Holland-East Asia Line)

From AMSTERDAM, ROTTERDAM, BREMEN, HAMBURG, LISBON & GENOA.

The Steamship "SEMRILAN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and for from the wharves delivery may be obtained.

Goods not cleared by the 19th. Aug., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 18th. Aug., 1922, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

**JAVA-CHINA-JAPAN LIJN**

General Agents.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Company's Steamship "BUYO MARU"

having arrived from the above ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, To-day.

Goods not cleared by the 19th. August, 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

**NIPPON YUSEN KAISHA.**

Agents.

Hongkong, 12th. August, 1922.

## PROPOSAL TO CHANGE A SHIP'S NAME.

I, George Winstanley Barton, of Douglas Lapraik & Co., General Managers of Douglas Steamship Company, Ltd., of Hongkong, hereby give notice that in consequence of a wish to have the below-mentioned Steamer carry a similar name to other Steamers of the Douglas Steamship Company, Ltd.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TUNGUS" of Tonsberg, Official No. 74812 of Gross tonnage 1,825.30 Tons, Register tonnage 1,032 Tons, heretofore owned by Wilhelmson's Dampskibtsaktieselskab for permission to change her name to "HAIFOONG" and to have her registered in the new name at the port of Hongkong as owned by the Douglas Steamship Company, Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong, within Seven (7) days from the appearance of this advertisement.

Dated at Hongkong this 5th day of August, 1922.

George Winstanley Barton,  
**DOUGLAS LAPRAIK & CO.**  
General Managers.

## PUBLIC AUCTIONS.

**THE** Undersigned have received instructions to sell by Public Auction on

Monday the 14th. Aug., 1922, commencing at 5.15 p.m. at their Sales Rooms, Duddell Street

1000 Selected Colonial Stamps (catalogue value about £100) Full particulars from catalogue. On view from Thursday the 10th. inst.

Terms: Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**THE** Undersigned have received instructions to sell by Public Auction on

Tuesday, the 15th. Aug., 1922 commencing at 11 a.m. at No. 5 (Godown) (upper) of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon (for account of the concerned)

to Sales Cotton Yarn (all more or less damaged by sea-water)

Terms:—Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**HONGKONG JOCKEY CLUB.**

**MEMBERS** wishing to subscribe for Subscription Griffs for the Annual Race Meeting 1923 will find lists posted at the Hongkong Club, Jockey Club Stables and Race Course.

**THE HONGKONG JOCKEY CLUB.**

**AN** Extraordinary General Meeting of Members will be held at the Jockey Club Rooms, Hongkong Club Annex on Tuesday 15th. August, at 5 p.m. for the purpose of considering a Recommendation of the Stewards for the improvement of arrangements at the Race Course for the parimutuel, and the provision of a member's enclosure.

Plans of the proposed alterations can be seen at the Office of the Clerk of the Course, c/o Messrs. Moxon & Taylor, Victoria Building, Queen's Road Central.

A good attendance of Members is particularly requested.

**THE HONGKONG JOCKEY CLUB.**

**THE COWIE HARBOUR COAL COMPANY LIMITED.**

**SILIMPOPON COAL.**

**THE** undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 20 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

**BRADLEY & CO. LTD.**  
Agents,  
The COWIE HARBOUR COAL CO. LTD.

**HONGKONG HOTEL COMPANY, LTD.**

**NOTICE.**

**ISSUE** OF 17th. FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10. AT A PREMIUM OF \$5. EACH (\$3. PER SHARE PAID UP) SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5. per share (\$3. plus \$2. premium per share) falls due on TUESDAY, the 15th. August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

**THEREGISTRAR** OF SHARES of the Company will be closed from WEDNESDAY, the 2nd. of AUGUST, the 15th. AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

BY ORDER OF THE BOARD OF DIRECTORS.  
**A. V. WARD,**  
Acting Secretary.  
Hongkong, 27th July, 1922.

## PUBLISHED ANNUALLY.

## THE LONDON DIRECTORY.

which Provincial & Foreign Sections.

**MANUFACTURERS & DEALERS** in London and in the Provincial Towns and Industrial Centres of the United Kingdom and the Continent of Europe. The names, addresses and other details are classified under more than 2,000 trade headings, including:

**EXPORT MERCHANTS** with full particulars of the Goods shipped and the Colonial and Foreign Markets supplied.

**STEAMSHIP LINES** arranged under the Ports to which they sail, and indicating the approximate sailing.

**DEALERS SEEKING AGENCIES** can be placed on a list of 30 columns for each trade heading under which they are inserted. Largest advertisements from 20/- to 5/-.

A copy of the directory will be sent by parcel post for 40 shillings, post paid with order.

**THE LONDON DIRECTORY CO. LTD.**  
25, Abchurch Lane, London, E.C. 4, Eng. and.

**BUSINESS ESTABLISHED 115 YEARS.**

**We have come to stay.**

**THE MING YUEN STUDIO CO.**

has opened a new studio at 14 Beach Road (near the Police Station) and will accept orders for all kinds of painting and drawing.

The most up-to-date Studio in Hongkong. Open on all days. Tel. 314.

**MRS. HAN INOKUCHI.**

Telephone K. 754

No. 21, Ashley Road, Kowloon, Back of Star Theatre.

**RESTAURANT, REPAIR MASSAGE, PAINT & ELECTRIC.**

Also at present open for arrangements.

**Miss Tora Inokuchi**

**QUALIFIED MID-WIFE**

No. 21, Ashley Road, Kowloon.

Back of Star Theatre

Telephone No. K. 754.

**MASSAGE HALL.**

23, WYNDHAM STREET.

**Mrs. H. MORITA.**

**MASSAGE EXPERTS.**

**HARRY FURUKAWA.**

**AND K. SAKAI.**

10, WYNDHAM STREET.

**METALS**

of all kinds, especially for ship-

building and engineering work.

Complete stock. Best terms.

(Immediate delivery.)

**SINGON & CO.,**

(Established A. D. 1882.)

**WING LUNG T.** Phone 515.

**GENERAL NEWS.**

**TIBET'S RAPPROCHEMENT.**

The *Eastern Times* states that the Living Buddha, in Tibet, is contemplating the cancellation of his independence. The report states that he favours reunification and is sending a delegate to Peking to meet President Li Yuan-hung and offer him many gifts.

**P.M.S. OF BARS JAPANESE PEDLARS.**

The Pacific Mail Steamship Co. has issued an order forbidding pedlars on board the company's steamers while in Japanese ports. It is stated that the order has been made as a result of attempts to smuggle Chinese into the United States, no fewer than 23 Chinese stowaways having been found on the President Lincoln during a recent trip. The pedlars in Japan are suspected of having a hand in the business.

**THE WINTER PALACE.**

The Peking Chinese Chamber of Commerce has sent a petition to the President urging that the portion of the Winter Palace recently thrown open to the public should be placed under the administration of the Local Self Government Association, and that pending the re-establishment of local self-government this area should remain under the control of the Ministry of the Interior and not be handed over to any other organ.

**HERO-WORSHIP.**

I was perhaps odd, even then, in reserving my worship for a writer; I should be older, still to-day, when the chief idols are makers of runs. As a side-light on the new cricket-ground religion I may quote a nice remark made a week or so ago by a small boy who was spending the afternoon at the home of a school-fellow. Seeing an evening paper in the hands of his hostess (and she very faithful informant) he asked, very politely, if she would tell him how Hearn was doing at Lord's. On hearing that he was 82 not out, the inquirer enquired, or as they say now, registered, not only pleasure but satisfaction that was almost proprietary. This was explained

by his remark, "You see, I almost know Hearn. At any rate, I know a man who has spoken to him. In the same way," he added, with rising colour, "I almost know Hobbs."

To return to Pycroft, two of Mr. Ashley-Cooper's notes, particularly struck me. In one of them he amplifies the reference to John Small, the Hambledon player and the most stubborn of his time, who once remained in for three days against England. "His wife," writes Mr. Ashley-Cooper, "was a cricket enthusiast, and she had a belief that if she did not attend the matches the Hambledon men would suffer defeat. She always made her appearance with a green umbrella of enormous dimensions, which she would flourish excitedly in order to signal her husband's every bit, shouting the while, 'Run man, run; you'll be out!' That is the spirit and it is good to think that it flourished so long ago (Small was born in 1737, and died in 1816) and still prevails. I have sat often next the wife of one of the most famous cricketers in the history of the game, watching her keep the score of every man and the bowling analysis too, and she had no queue umbrella and did not shout, she was no less keen."

Mr. Ashley-Cooper's other note refers to a match at Town Hall in 1839, Kent v. England, in which Redgrave took in, and over-

three wickets: William Stearns, Alfred Mynn's, and Peller Piller's. He adds, "The ball which was bowled off the stump three times during that over it still preserved," but he does not say where. I would like to see it. And this brings me to the suggestion that there ought to be a cricket museum where the great troubles—the historic bats and balls—could be seen by all. For cricket is more than a game; it is an emotion and a quickener of memory. Its past is as potent almost as its present; and in a museum so much of its past would be tangible and visible.

**CHECKING PILFERAGE.**

Referring to the findings of the Special Committee which has been sitting to consider the question of pilferage on board ship, the June number of the *Dolphin*, the official organ of the Imperial Merchant Service Guild, states that "while we are keenly alive to the necessity of careful supervision of cargo, it must be pointed out that the shipowners would be well advised to follow the example of at least one company in appointing an additional person to the crew, whose special duty would be to act as Chief Supervisory Officer in respect of cargo alone, such other duties as may be arranged to be performed by him when the ship is at sea."

**CRICKET IN 1922.**

**More Popular than ever.**

It was thought last year, when Arm-trong and the sun were both at their best, that public enthusiasm for cricket had reached its highest point. But that was wrong. This year, when the sun shines apart from Australians, people are crowding to matches with still more fervour.

How much the reason lies with cricket and how much with cricket as an excuse to evade work and be watching something spectacular, let us not inquire. The fact remains that cricket, which a few years ago was sentenced to death by a daily paper unless it immediately did something to "brighten" itself, is, without having done anything towards that unnecessary and undesirable end, more popular than ever.

Three events at any rate make the 1922 season remarkable, apart altogether from the wonderful weather and the huge scores that are mounting. One is the return of Hobbs. His absence last year through illness cast a blight on the season, for he is beyond question the finest, the most distinguished, bit-man now playing—his place is assured among the small but radiant band of which Trumper, Ranjitsinhji, Duff, Grace, Shrewsbury, and Fry are members. All is now well with him again, and we are happy to have him restored to health and at the top of his form.

**THE NEW PORTAL.**

Another event is the opening of the new gates at Lord's to commemorate the cricketing genius and glory of William Gilbert Grace; and few memorials could be more suitable, since thousands of persons at every match will attain to their Promised Land by this portal, and passing through will give a thought to the burly, bearded doctor and all he did for the game. The original idea, I believe, was to let the memorial take the form of a permanent bowling-screen of stone at the nursery end, and writes Mr. E. V. Lucas. This seemed to me to be good, at the time, for it would be always in the sight of every person on the ground, and it would be taking part in the game too; but the gateway is a noble thing, and it has the additional merit of being visible also to passers-by.

Dipping into cricket records—always a perilous occupation, for it is so difficult to emerge again—I find that W. G. aged no quite seventeen, made his first appearance at Lord's on July 10th, 1865, playing for the Gentlemen against the Players, and going in first with his brother E. M. The Gentlemen won, for the first time for nineteen years, W. G. making 3 and 34. Whatever ambitious aspirations may have been in his mind at that time, he was fairly certain that not a vestige of a notion crossed his mind that fifty-seven years later he would give his name to a massive and imposing entrance to the ground he was then playing on!

The third event is the appearance of a new edition with copious notes by Mr. F. C. Ashley-Cooper, the foremost historian of the game, of Pycroft's classic book "The Cricket Field." In this work first published in 1831, on which his author was engaged for seventeen years, everything historic then known about cricket was set forth, while many of the hints on playing it which the author also gave have not been superseded. Mr. Ashley-Cooper's notes and pictures add enormously to its value. To me it is particularly welcome, for I remember well the cherubic old gentleman who wrote it as he walked round the Sussex ground at Hove with his pink, white whiskers, his pink, pink face, his tall hat, and his black cape. To me, aged nine or ten, he was, as the author of "The Cricket Field," just such a hero (This was before autograph-hunting set in) as the batsmen of to-day whom little assiduous boys armed with pencil and paper, pursue.

**HERO-WORSHIP.**

I was perhaps odd, even then, in reserving my worship for a writer; I should be older, still to-day, when the chief idols are makers of runs. As a side-light on the new cricket-ground religion I may quote a nice remark made a week or so ago by a small boy who was spending the afternoon at the home of a school-fellow. Seeing an evening paper in the hands of his hostess (and she very faithful informant) he asked, very politely, if she would tell him how Hearn was doing at Lord's. On hearing that he was 82 not out, the inquirer enquired, or as they say now, registered, not only pleasure but satisfaction that was almost proprietary. This was explained

## THE GENERAL ELECTRIC CO.

QUEEN'S BUILDINGS OF CHINA LTD. TELEPHONE: CENTRAL 518  
(AND AT SHANGHAI, HANKOW, TIENSIN, DAIREN)

AFFILIATED WITH  
**THE GENERAL ELECTRIC CO., LTD.**  
(LONDON).

## WORKS.

**WITTON ENGINEERING WORKS, BIRMINGHAM.**

(Electrical plant, dynamos, motors, switchgear, etc.)

**OSRAM G.E.C. LAMP WORKS, LONDON.**

(Drawn Wire and Carbon Filament Lamps)

**FRASER & CHALMERS ENG. WORKS, ERITH.**

(Steam-turbo sets, Conveying and Mining Plants)

**PIRELLI-GENERAL CABLE WORKS, LTD., SOUTHAMPTON.**

(Cables, Wires, Flexibles, Insulating Tapes, etc.)

**CHAMBERLAIN & HOOKHAM, LTD., BIRMINGHAM.**

(House Service Motors, Traction & Power Motors)

**SALFORD INSTRUMENT WORKS, MANCHESTER.**

(Electrical Instruments of all descriptions)

**PEEL CONNER TELEPHONE WORKS, LTD., COVENTRY.**

(Telephones, Switchboards, etc.)

**EXPRESS LIFT CO. LTD., LONDON.**

(Electric Passenger & Cargo Lifts)

**FREEZOR, FAN, CARBON, ARTMETAL & CONDUIT WORKS, BIRMINGHAM.**

(Electric fans, small motors, Carbons, lighting fixtures, conduits)

## HONGKONG HOTEL GARAGE

In conjunction with China Motors (1922) Ltd.

Star and Eastern Garage, Shanghai.

Yih Chong Garage, Peking.

Announce the Opening of the

**PENINSULA HOTEL GARAGE**

At KOWLOON,

On August 15th.

A Livery Service of new Studebaker Cars will be available from this date.

**SEVEN PASSENGER CARS** ... \$7 per hour.

**FIVE** " " " " \$5

1 Rate Waiting Time.

**CAR STORAGE** ... \$20 per month.

Shell Motor Spirit and Vacuum Lubricating Oil supplied.

United States Tyres and Tubes.

Full line of motor accessories on hand.

Tel. K. 354 Tel. K. 374



# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE

(Direct)  
JASON 14th Aug. London, Antwerp & Hamburg  
MENTOR 21st Aug. London, Amsterdam & Antwerp  
THESEUS 4th Sept. London, Rotterdam & Antwerp  
RHESUS 11th Sept. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
KREMUN 14th Aug. Genoa, Marseilles, Havre & Liverpool  
INGCHOW 2nd Sept. Genoa, Marseilles, Liverpool & G'gow  
HECTOR 20th Sept. Liverpool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)  
IXION 29th Aug. Victoria, Seattle & Vancouver  
TALTHYBIUS 19th Sept. "

## NEW YORK SERVICE

(via Suez or Panama)  
TRIEMACHUS 15th Aug. via Suez  
TITAN 15th Sept. via Suez

## PASSENGER SERVICE

TEIRESIAS 17th Aug. for Shanghai & Japan  
MENTOR 21st Aug. for Singapore & London  
TEIRESIAS 25th Sept. for Singapore & London

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AGENTS.

# HONGKONG, CANTON & MACAO STEAMERS.

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## HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)  
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

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Sailings to Macao Daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)  
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Further information may be obtained at the Company's office, 4A Des Voeux Road Central, Messrs. Thos. Cook & Son or the American Express Company, Hongkong.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

NANYO YUSEN KAISHA, LTD.

From JAPAN.

The Steamship "CHERIBON MARU"

having arrived from the above ports, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, when and/or from the wharves, delivery may be obtained.

Goods not cleared by the 16th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 a.m. on the 16th inst. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by NANYO YUSEN KAISHA, LTD. Hongkong, 10th. Aug., 1922.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

From PENANG, SINGAPORE & BELAWAN DELI.

The Steamship "VAN CLOON"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th Aug., 1922, will be subject to rent. Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN L.I.N. Agents. Hongkong, 10th. Aug., 1922.

## THERAPION No. 1

## THERAPION No. 2

## THERAPION No. 3

No. 1 for Bladder Catarrh, No. 2 for Blood & Bile Disorders, No. 3 for Chronic Weaknesses, Sold by Leading Chemists, Price in England 6s. 6d. per bottle. The Trade Mark word "Therapion" is on the Gold Stamp added to each bottle.

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## AND MANICURE

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First Floor, Room 12.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

#### THE ADMIRAL LINE

The Steamship "PRESIDENT GRANT"

having arrived from Manila, via ports, on the 8th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 14th inst., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 15th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO., United States Shipping Board, Emergency Fleet Corporation.

Managing Agents,

THE ADMIRAL LINE.

4, Des Voeux Road.

Hongkong, Aug. 8th, 1922.

### NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIME.

#### S.S. "CORDILLERE"

Consignees of Cargo from Marseilles in connection with the above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 11th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Friday the 11th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOBARD,

Actg. Agent.

Hongkong, 5th. Aug., 1922.

#### FOR HAIPHONG AND HOIHOW.

Bills for Haiphong and Hoihow every alternate Tuesday.

The latest rate passenger steamer

HAI-NUN

(Capt. Charles E. Page).

Apply Thos. Cook and Sons or To King Tel. 114, Wing Lok Street.

## PERPLEXITIES OF THE CHINESE PARLIAMENT.

Cabinet or Constitution. Which Comes First?

Peking, Aug. 2.

The House of Representatives and the Senate will meet again on Saturday when the question of its attitude towards the Cabinet will be discussed. Some members, realizing the difficulties surrounding this question, are in favour of concentrating on the drafting of the Constitution while others think that the original plan of settling the elections of the President and the Cabinet Ministers should be their first duty.

In this connection it has been pointed out that President Li Yuan-hung announced prior to taking office that he would retire when Parliament reassembled, but Dr. Wang Chung-hui states that he will not accept the Acting Premiership unless President Li Yuan-hung selects the full Cabinet and as no one wants President Li Yuan-hung to go out of office at present, efforts are being made to induce him to leave the matter of his status in the hands of Parliament. This seems the most likely course as it would only entail a short delay in which the present Cabinet confusion might be put straight.

No business was transacted by yesterday's meeting of the Cabinet as no one was eligible to preside in the absence of the Premier and the Foreign Minister who replaces the former if he is absent. Thus Cabinet business is at present at a standstill.

Mr. Alfred Sze who is en route to China has been mentioned most prominently as Foreign Minister, and efforts are being made to induce Dr. Wellington Koo to accept the portfolio. Dr. W. W. Yen, who is taking a holiday at Peking, apparently wants the post at Washington while President Li Yuan-hung is urging him to re-enter the Cabinet, which seems unlikely.

#### LATVIA'S GRATITUDE TO ENGLAND.

A Riga message says: On his arrival here from London, the Latvian Consul-General, M. Birin, lectured at the Foreign Office to a select audience, consisting chiefly of Ministers and heads of Latvian cultural establishments, the subject of his discourse being the relations between Great Britain and the Republic of Latvia. M. Birin spoke with great feeling on the warm sympathy manifested by the British people in many ways for this struggling young country, one token of which was what he called "the splendid gift of books" which was recently collected and sent here. This sentiment of gratitude was later endorsed by the whole assembly, and it was decided to send telegrams of thanks to Sir Alfred Davis and Dr. Hagberg Wright, who have been especially instrumental in promoting friendship between Great Britain and Latvia.

#### FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees—the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by The Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians, 53, Queen's Road Central.

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## NEW YORK OF A.D. 2,000.

Population of 37,000,000.

The great cities of the world have for many years been familiar with comprehensive plans for civic development. But the recently announced project of the Sage Foundation for the regulated expansion of New York City, to meet the conditions of growth for a full century to come, far exceeds in scope and imaginative appeal anything of the kind hitherto outlined.

An area of 5,500 square miles, in which are more than three hundred towns, cities and villages, its centre Manhattan Island, the heart of New York today, is included in the plan. The present population in this area is nearly 9,000,000. Experts predict that by the year 2,000 this population will have increased to 37,000,000. It is for these 37,000,000 of the future that the Foundation has begun its comprehensive study. The epitome of the problem is decentralisation.

In solving the tremendous problem, the study of the situation will come first. It will take the form of a quadruple survey, under the heads Economic and Industrial, Physical, Legal, and Social and Living Conditions. Both the physical and legal surveys are under way. The former being well advanced. It is expected that this advance work will be finished by autumn, and about two years thereafter a definite, well worked out proposal covering all essentials for orderly and far-seeing urban expansion will be submitted to the city authorities.

Speaking of the cost of preparing for the huge expansion of population, the Committee says: "The committee realises that the cost of solving such a problem will be very great. But experience everywhere has demonstrated that the cost of not solving it has been and will be much greater. The point is that the money for improvements will be spent anyhow, whether there is a comprehensive plan of guidance or not."

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THE MOUTRIE PIANO.

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We guarantee safe delivery of all orders.

## CONFERENCE OF AUTONOMOUS PROVINCES.

The Sincanpao reports:—The delegates for Szechuen, Hunan, Kweichow and Yunnan to attend a joint conference of the representatives of autonomous provinces have arrived at Shanghai. On August 1, they had an informal meeting and decided to lease a house at the corner of Lloyd Road and Chofoo Road as their office. The province of Kwangai has decided to appoint Tseng Yan as its delegate and the provincial assembly of Kwangtung has already elected its delegate and he will soon arrive at Shanghai.

## A GLANCE IN HER GLASS

on rising in the morning will reveal to every woman whether or not she needs the help which is given her by

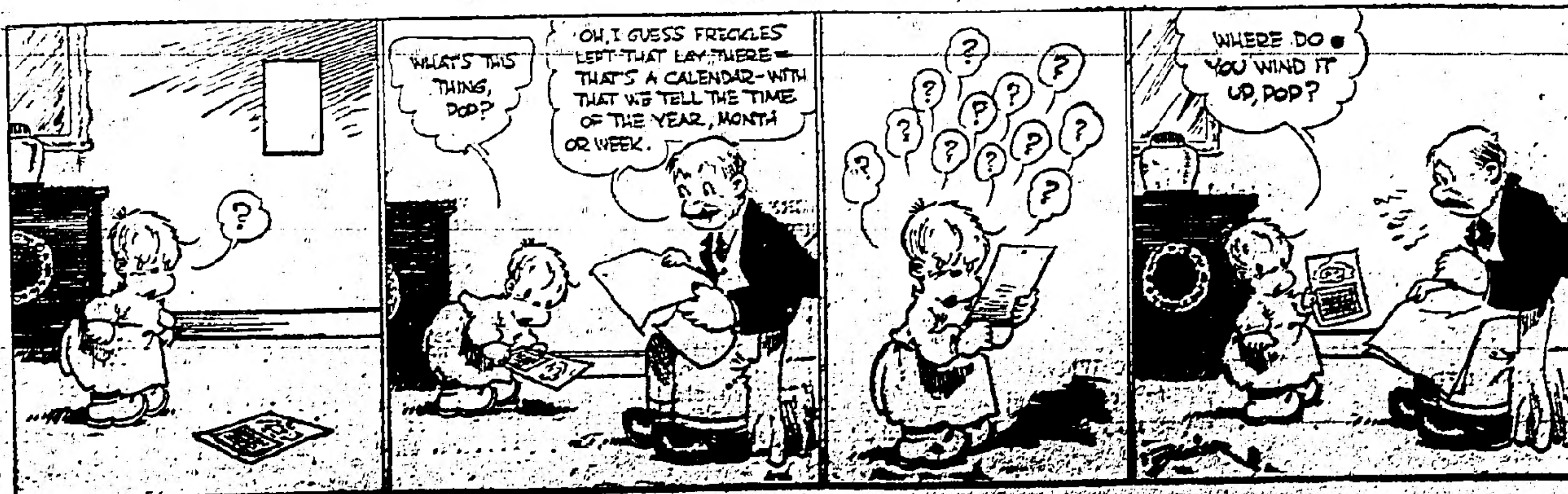


These dainty little gentle as nature laxatives ensure daily regularity, clear the skin of pimples and blotches, cure sick headaches, bilious attacks, liverishness and ill-smelling breath. Of chemists, or post free 60 cents the vial from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FRECKLES AND HIS FRIENDS

It's Not a Clock, Tag

BY BLOSSER





## WATSON'S PRICKLY HEAT LOTION

An infallible remedy, affords immediate relief and effects a speedy cure.

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FOR many a happy hour will the old folks sit and listen to the new Victrola, as it sings for them once again the tender and affecting songs of other days. The young folks will love it too—for it will awaken and stimulate them with all that is best in the music of today and tomorrow.

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## SODA FOUNTAIN AT CAFE WISEMAN. SUNDAES, PUNCHES ICE CREAM SODAS

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Distributors.

Hongkong and China.

Tel. No. 1186.

**The Telegraph.**

HONGKONG, 12th August, 1922.

## CHINA'S WOMANHOOD.

Some time ago we heard of a woman's suffrage movement in Canton. It started with quite a flourish of trumpets, and, though not much has been heard of it lately, the movement was not without effect. Cases of women entering public life in the southern capital have been reported during recent months, and they have also made their way into occupations which the Chinese male had so long reserved to himself. In this Colony some Chinese women trade-union organisers came into notice last year. At Shanghai a similar kind of thing has been witnessed.

Broadly speaking, the South and the Chinese at the Treaty Ports represent the more progressive portion of the nation (let no cynic ask what the other portion must be like; matters like this must be considered in relation to conditions generally). From the North, save for an occasional faint murmur, we have heard of practically nothing concerning such a revolutionary proposal as female suffrage. Now that the ladies of Peking have made a start, it looks as if they are bent upon making up for lost time. The fair population of the capital have not only formed an organisation under the self-explanatory title of the Woman Suffrage Association, but they have issued a manifesto as radical as it is extensive. This document demands the abolition of the Constitution, on the ground that it was drafted "from the viewpoint of men only"; the extension of the rights of women (a broad clause, that); the repeal of the present laws of inheritance, likewise on the ground that these were designed in the interests of men only; the establishment of "an economic independence for women"; a "modification" (doubtless meaning an extension) of the existing educational system; and equal intellectual opportunities for women. Sylvia or Christabel could hardly beat that programme. Peking, not Canton this time, has the honour of inspiring Central China, for we hear of Hankow and Wuchang following closely in the wake of the metropolis. Whether it would be wise to grant all the points straightaway may be open

to question, but of this the average reader will feel assured: that the perpetuation of the Chinese woman's traditional subjection cannot be to the good of the Republic.

## A Valuable Scheme.

We think there will have been something like general satisfaction among shipping circles in the Colony when we were enabled to announce yesterday the outline of the big scheme which the China Provident Loan and Mortgage Company have in hand for West Point. The cry for years has been that Hongkong has not nearly enough wharves, alongside which steamers can go for discharge. There are plenty of godowns, and there are plenty of buoys, but the latter are not ideal in a port where there is such a tremendous amount of transshipment. Steamers ought to have berths and the Company which has in hand the West Point scheme have realised that by acquiring godown space and equipping it with piers they are best catering for the needs of the shipping community. Not only will their scheme, when completed, save a great amount of double handling of cargo, but it will make possible the working of cargo in times of threatened typhoon at a much later hour than now. So soon as a warning signal is now hoisted cargo lighters and junks make for shelter and often days are lost in their going to and coming from refuge. Boats alongside could work very much better under such conditions. Furthermore, the reliance on native workers—always a problem in these days of industrial unrest—would be very greatly lessened. Altogether, the scheme has everything to commend it and it was pleasing to learn that it has already earned the sympathetic support of the local authorities. Appropos of this subject, it might be pertinent to again ask the Government what has become of the report of Sir Maurice Fitzmaurice, under whose scheme we were led to expect a big increase in the Colony's wharfage accommodation. Surely it is time that that report was published. We have heard it rumoured that the whole matter is being bungled up pending the return from leave of a certain official. If so, why couldn't the public have been so informed?

## Chinese Aspirations

In connection with the discussion which has been recently proceeded in connection with the question of water meters for the Chinese districts and the desire which the Chinese expressed to hold a public meeting it has again been made apparent, we think, that the Secretariat for Chinese Affairs is a Department which clings overmuch to tradition and precedent. If there is one Government Department more than another which gives scope for diplomacy and tact it is the one here being discussed and whilst we believe that Mr. Hallifax is invariably actuated by the highest of motives we fear that the outlook of the Department is altogether too paternal in character. It ought to be recognised that the Chinese community to-day is very much different to what it was even a few years ago and that its leaders are educated men of the world, with a full appreciation of Western ideals. It is but natural that they should resent being treated as simple villagers or fisherfolk would be treated by elders. In saying so much, we are by no means blind to the point that there is still need for the exercise of a measure of official restraint, especially where political issues are involved. But there are many spheres in which the Chinese of this Colony should be freed from irksome and unnecessary restraints. There is need to get away from the idea that the Chinese community has to be treated like a group of children. That policy might have been all right in the Colony's earlier days; it is an anachronism to-day. True diplomacy in this instance consists of the minimum of interference. Breadth and liberality of outlook should be the dominating characteristic of the Department—and that is the policy which will pay in the long run.

## CHINA AND INTERNATIONAL LABOUR BUREAU

A request has been made by the International Labour Bureau to the Chinese Government to find out how many labourers of all classes there are in the country. This looked like a big job for Peking, as they have sent circular telegram to the provinces asking for as much detail as possible.

## DAY BY DAY.

WE ARE NEVER MORE DISCONTENTED WITH OTHERS THAN WHEN WE ARE DISCONTENTED WITH OURSELVES.—*Amiel.*

The name of Messrs. Faithful and Company, Limited, has been struck off the Register.

A quantity of clothing and \$100 in United States notes were included in the haul of a burglar who entered No. 10 Wing Kut Street, the other day.

The collection in all Catholic churches on Sunday next, the 13th, will be devoted to the Swatow sufferers. All are invited to give generously.—*Advt.*

The Royal Observatory report for July shows that the highest temperature recorded was 90° and the lowest 73°. There were 12.8 inches of rain. The highest wind velocity was 41.3 miles per hour.

Notice is given in the Government Gazette that the Government proposes to erect a Public Litterine having its east side about 170 feet to the west of Kowloon Inland Lot No. 635, Kowloon City Road.

It is notified that on and after the 1st October, 1922, the rate on a single postcard despatched from the Colony of Hongkong to any Chinese Post Office or British Postal Agency in China is 2 cents.

His Honour the Chief Justice has ordered that the next Criminal Sessions for the despatch of the business of the Court shall be held on Monday, the 21st day of August, 1922, at 10 o'clock in the forenoon.

Mr. Noguchi, a partner of Furukawa and Co. of No. 14 Praya East, has made a report that his room was entered yesterday morning by a thief who stole clothing and money of the total value of \$120.

Returning to his launch, the Feilung, after a bathe on Stonecutter's beach yesterday afternoon, Mr. E. D. Blackburn discovered that a chain of Chinese amber beads valued at \$30, a ring valued at \$25 and a small purse containing \$2, had been stolen from his cabin. A report of the theft has been received by the Police.

When a thief made an attempt to snatch her handbag yesterday, Mrs. Forrest used her umbrella to such good purpose that the man turned tail and fled. This occurred on the steps leading from Ship Street up to Kennedy Road where Mrs. Forrest has her residence. The Chinese on seeing her, vaulted over the railings at one side of the flight of steps and made a grab at the bag. Mrs. Forrest retaliated by giving him a good smack on the head with the umbrella. Disconcerted, the thief did not wait for another blow but took to his heels.

Mr. P. A. Cox, the local General Agent of the Canadian Pacific Steamships, Ltd., informs us that he has received telegraphic advice that Mr. Wm. T. Payne, Manager for Japan and China of the Canadian Pacific Steamships, Ltd., has at his request, been granted leave of absence and sails from Yokohama on the "Empress of Australia" on the 2nd September. Head Office at Montreal have appointed Mr. Allan Cameron in charge of Operating and Traffic with Headquarters at Hongkong, and with title of Oriental Manager effective 1st October, 1922.

## CHINESE WOMEN BANDITS NOW

Following closely on the formation of a society for women's participation in politics, the Railway Police of the Peking-Hankow line report ravages by two women bandits in the vicinity of Ta Wang Tsung. These two appear to be leaders of gangs and carry on their deadly work along the public highways. The report adds that they are perpetually ready for quick action since they carry their guns in their waists. Apparently there are to be no half-way measures for the Chinese women. Once in part of the game, they go in for it all.

## Between Ourselves

By Robt. MacWhirter.

When I had digested your dirty cast-up of "Outlook's" in the Morning Post this week about me keeping one of his blamed books, I felt real vexed. Ay, I was sorry for him right enough. An empty niche in my bookcase, says he, has long vainly waited the return of Anatole France's "Crime of Sylvestre Bonnard." The swanker. And he bought the blamed thing in the belief that it was a "blood," a detective yarn. But, is he worried over his seven-penny reprint? Not he. He'd as soon never see it again as have lost the chance of pointing the finger of scorn at old man MacWhirter. He calls him a double-faced humbug and takes a delight in showing him up in his true colours. He's a fraud and should not be allowed so shamelessly to posture in public. He would bound MacWhirter out of print. He has some hopes.

## Let's Figure It Out.

Now let us get down a bit nearer to earth. Because I'm a fraud, because I've been found out doing the very thing I said other folk ought not to do, does that in any way incapacitate me? Does it in any way make my message any the less true? Suppose I meet you walking along a road and I advise you not to cross the next bridge because it is unsafe, does my advice become less valuable because later on I'm fool enough to cross the bridge myself.

Or put it another way. Suppose you found out your minister telling a lie, would you reject his message the Sunday following and declare the Church a fraud and rotten to the core? The best temperance lecture I ever heard was given by a man who was half-stewed at the time. Was his testimony and advice to be rejected because of his tumbled state? For myself, I'd rather have a rogue for my lawyer than one who puffs out his chest and prates about his integrity. When I'm doing the letter "S" in bed and pain has me drawing my knees up to my chin, I'd sooner have a doctor treat me that's suffered from the same trouble, than have someone with a cluster of initials after his name and only book-lore at his back.

## The Nelson Touch.

I go further "Outlook." Has it ever struck you that one of the most useful accomplishments you can possess in this very imperfect world of ours is the knack of shutting your eyes when it is better that you should not see. For the sake of a little smartness on your part, who knows you probably have weakened the faith of lots who, as regards myself, were up to now unable to perceive the feet of clay. Now that was a very wrong thing to do. Never do anything to weaken anybody's faith. Would you tell a little child that what she was being taught in Sunday School was probably all nonsense? Would you rush up to somebody's wife and get in the stop press news about seeing her husband lowering six Martins running, at the Club just before you left? Would you—but what's the use? I believe you would.

It's a bad habit this tale-bearing, this little-tattling. Tell tale tit; Your tongue shall be lit; And all the doggies in the town, Shall have a little bit.

Ay, and there's another way of looking at it. There are times without number when our own happiness and that of others is increased a hundredfold by dint of not seeing all there is to see. It is the wife who can turn a blind eye on the occasional indiscretions of a generally satisfactory husband who has, as a rule, the strongest influence in the end. The woman who sees every flaw in her idol, is merely making junk in her mind, and has a way of letting her discoveries blot out all the good points that still remain; which is anything but conducive to domestic bliss. You see every one of us have a decided tendency to live up to the reputations we've earned, good or bad. The best way to get the best out of folk, is to expect it. The blind eye counts an awful lot in friendship as well. I've no patience with folk who demand perfection in their friends. These kind in the high end are generally to be found exercising their critical faculty in solitude. It cut both ways. If other people get to seeing all your faults, you run a great risk of being left friendless.

Perhaps it is in dealing with the brains that the knack of not seeming to see counts most of all.

"Everything I do is wrong" cries the stirring child, but he never really means it. What he is really trying to express is that there is no use of showing you his best side, because you don't know a good thing when you see it. And sometimes he is right.

## Criticism.

Mind ye, I'm no against criticism. Provided I'm satisfied in my own mind that I'm no the victim of malice prepense. I care no a curse what folks say or think of what I say or write. They can say the most scurrilous things about my incompetency but they mustn't say that I'm an unutterable ass simply because I happen to have a pimple on my nose, wear my topee over my right ear, or have a boll on my hip. You see what I mean.

The value of an argument doesn't depend in the least on the value of the man who makes it and the force of any argument he puts forward isn't in the least detracted from, even though he himself fails to observe the argument. Strictly speaking, the difference is the difference between mind and matter. It is the idea that has to be valued or assessed, not the individual who puts the idea forward. All teachers and preachers should say, "Do as I say, not as I do." They should realise that their arguments and precepts are better than they are. If every one of us only urged the amount of virtue we practice, we should be a dumb and inarticulate lot. "An ounce of practice is worth a ton of precept," you may remark. That's all wrong, though. And its very often unesonomic into the bargain. Brains rate higher than brawn everywhere. The talpan who wants to run the lift should be made to.

## Ideas v. Individuals.

Criticism is the sharp stones on the way of things. It makes us lift our feet and watch out. It is only of value, though, so long as it is confined to the criticisms of ideas and not brought down to personalities.

When I criticise the Government it does not mean that I have personal grievance against individuals; I criticise a policy.

When I criticise book thieves I was not thinking of the books I had belonging to other folk or the folk who had books belonging to me; I criticise a bad habit.

When I moaned about my umbrella last week I was not criticising Mr. Goodall, for I like him fine; I was only by a devious route pointing out that a respectable cafe, such as he manages, should have some system whereby its clients cannot lose their sticks, hats and umbrellas. Such a service is quite as important as providing music to deaden the noise of the soup.

When I criticise the Telephone Company I do not introduce the subject as a peg whereon to hang a string of witticisms. When I call Mr. Parker Ness a fixer I do not do so because of an insatiable blood lust but in order to focus the attention of my readers on a wrong idea—the idea that we in Hongkong should buy a second-hand telephone system at a first-class price.

"Outlook" criticised me and not my idea or my message. That was where he lost sight of the value and purpose of criticism. Real criticism is but the exchange of ideas—the weighing of one idea against the other. It is only by criticism that we can hope for any progress. I say all this because there are some folk in this world who always think of the newspaper critic as a mean and contemptible person, sniping in security behind his desk and who ought to be dragged forth into the light and, like any other assassin, summarily executed. If Hongkong editors could do their work from a distance and were unknown they'd be more thoughtful of which just bears out what I say that a man's appearance should not be held against him.

## Registration.

Talking about the bread, Joe made me mad the other day. On the Friday before last the Telegraph had a first-class article about the Registration of Persons Bill. Like milk and soda, that first solemn warning had just laid

(Continued on Page 7.)



## BETWEEN OURSELVES.

(Continued from Page 8.)

enough to distinguish it from the usual malted variety, in so far as it, in a hesitating kind of way, hinted that it didn't like the idea of granting such wide powers to police officers merely for the sake of finding out what people can do.

The next day it evidently didn't think that these powers were wide enough, for, in a "Note and Comment" on the same subject, the *Telegraph* insisted that the leading purpose of the Ordinance is to schedule all the available talent so that it can be made the most of promptly, the womenfolk might also like to be subject to it.

On the Tuesday following, feeling a bit stronger after the holiday, the *Telegraph* points an accusing finger at our Unofficials and sternly warns them that "if they do not oppose the measure in its present form, we shall have no option but to come to the conclusion that they are unacquainted with popular feeling in relation to this proposed enactment." Further, it goes on to say that "we object to conscription of anybody."

Now, let's get this right. First of all it suspects that this Registration Bill is a stepping stone to conscription. But taking a chance, it argues why not rope the ladies in too. In the third column, the *Telegraph* while advocating compulsory registration thinks conscription "un-British and totally unnecessary." Personally, I don't see why a man should be forced to tell what he can best do, if he is going to be forced to do it. The *Telegraph*, however, was careful to point out that it was the first to resent the measure. I like that last touch. However much it may have edged, like Moses who came forth, it won the first prize.

## Communism.

Mind ye, ye mustn't think for one moment that I'm in sympathy with the Bill. I'm not. I fair hate the very idea of it. The most useful thing I can do, outside criticising the Government, is playing "catch the ten" so it's going to bother them quite a lot to find a category for me. As for giving them my telephone number, they're more than welcome to it. If the Government waits till it gets me on the phone, the war will be over before it has the benefit of my valuable assistance. What's more forbye, Janet says that the next time we have a general strike on our hands, I've to stop at home and wash the dishes and get the chow in. She doesn't see why she should have to trundle about collecting meat, milk and eggs and high-up Government officials getting time off to stand in a queue at Lane Crawford's waiting to buy rolled oats and oatmeal.

She was awful mad at you suggestion that the women should be registered as well as the men. She says some men acted during the last strike like the boys do when they go to the Ferry of a morning and see the flag up; anything for an excuse to keep them from the office. Janet's idea of communal effort isn't so soft either when ye come to think of it. Lots of men she says would do lots more good in the house helping the wife instead of rumour-mongering at the street corners with their eyeballs lying out on their cheeks or hacking up good beef for mutton, in the market. What more forbye, says she, it would keep the streets clear of a useless, gabby lot of loons in the event of anything serious happening. But the idea of registering womenfolk is fair ridiculous, besides being an insult into the bargain. It'd a hold of that Joe o' yours, says she, I'd make his ears ring, that would I. How would he like to be left in a house all by himself, w' beirns to look after meat and drink to get in, cooking and cleaning to do, no to speak of the weary hours standing in a queue and the miles o' stair-climbing in between?

Ay, my wife's a Communist right enough and at times only a shade removed from a Bolshevik. For myself, I'm a conscientious objector. Mind ye, I haven't the least objection to killing anybody. In some circumstances I think it is better so but the mere sight of a question mark makes me as stubborn as a sixty-year old cuddy. Ay, my moral equanimity and self-respect goes badly to pieces under strain of that kind.

## A Brighter Kowloon.

Ay, Kowloon is becoming much brighter. In fact at times it would appear to be very much "lit up." The only thing that

doesn't shine in Kowloon is the bobbies' lanterns. We've got quite used to the idea of being held up in Nathan Road and having our fingers and last fifty cents taken off us, but last week-end booze brigands in a motor got loose at Castle Peak. It's bad enough getting your bowling spoons and silver cups pinched but if we've got to lock up the liquor into the bargain, things are coming to a pretty pass. Last night, I am told, a new brand of humour was let loose. Several respectable citizens were awakened out of their sleep long past mid-night and asked their opinion on *cathedra* in the matter of the present bagpipe menace on the Peninsula. They gave it. Unfortunately I cannot—here. While it is conceded that some folk must have their telephons, still there's a time for everything. The ringing joke sometimes gathers a lot o' trouble.

## TWENTY-FIVE YEARS AGO.

## A Glance at our Files.

(Aug. 14th, 1897.)

We note that work has not yet been started on the Kennedy Town end of the Victoria Road, the Memorial Stone standing amid a mass of rocks and scrub and looking particularly out of place in conjunction with such wild surroundings. We understood that work was to have been commenced at both ends of the road simultaneously and it is difficult to understand why nothing has as yet been done. Perhaps the authorities contemplate making a start on the completion of the Praya Reclamation!

## THE HONGKONG CLUB.

The Hongkong correspondent of the *N. C. Daily News* writes under date 31st. July—"The Hongkong Club has moved into its new and stately domicile on the new Reclamation, and many of the members are greatly delighted with the handsome quarters; but others find it inconveniently situated and out of the way during business hours. The purchasers of the old Club building, having received over one hundred promises of membership, having determined to form a new Club and run it very much on the old lines and with the same subscription. The old fixture and portions of the furniture were sold by auction on Thursday, and the building is now deserted. No longer do the familiar forms and faces grace its broad verandah; the spacious platform is forlorn and desolate, and the prying Celestial, no longer kept at bay by a zealous watchman, makes a thoroughfare of it. It is to open again on the 1st of October."

## NOT NECESSARY NOW.

We note that many of the sailing vessels at present in harbour have failed to take the precaution of sending down their royal and top-gallant yards. Doubtless those in command of them have ample faith in the strength of their ground tackle, but with a light ship too many precautions cannot be taken during the typhoon season, and the trouble of sending up light spars is infinitely less than that of replacing them—and costs less. It is strange that there should be no regulations here on the subject, such as are in force in Calcutta.

## OUT OF HAND.

The Town Clock has been behaving in a very queer fashion of late, striking frequently an extra note after the proper hour has tolled. It excelled itself, however, last night, when, after duly proclaiming the hour of 10, it went in for a regular campanalogian performance that caused the people to marvel much. Whether its the heat, or the price of the dollar, or the expectation of a typhoon that has disturbed the timekeeper (?) it certainly wants attending to badly. On several occasions of late we have noticed that the lighting of the clock has been woefully defective, the face looking as if a farthing dip were behind it and the hands were invisible at 50 yards' distance.

## A GRUMBLE.

We note that the wooden fenders have been fixed to the stonework of the new Murray pier, but the authorities appear to have entirely overlooked the fact that sampans coming alongside will require something to which to hang on with their boat-hooks as the stone steps offer no purchase of any sort. Some

## CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

## University Trained Teachers.

Sir,—The *Telegraph* in this evening's issue of your paper quotes me as having stated at the recent meeting of the Board of Education that by January next year there will be 100 or 150 Education graduates available. What of course I did say was that there would be 100 or 150 undergraduates. It takes 4 years to convert an undergraduate into a graduate, so that after the end of 4 years, if our present entries continue, we may expect a regular output each year of between fifty and 100 graduates in Education.

The question then is merely a question of the proportion of foreign and Chinese teachers to be employed in our Education Department. Can we in 20 years' time find billets for a thousand Chinese Schoolmasters?

I most sincerely trust and hope that we can, but we can find no room for the untrained man. Merit will not necessarily find its own reward, for in the first place we shall find it difficult to explain the difference between a University Graduate in Education and a Government Hall Marked Technical Institute Trained Teacher, and secondly it is a question in so many cases not of merit but of economy. The cheapest man who satisfies the code requirements is the man to be employed. I refuse to believe that there will always be need of untrained teachers here because I am very jealous for the standard of education, which is to be given to young China in the near future and no less so for that to be given to Young Britain stationed in China or Hongkong.

Yours, etc.,  
N. TEESDALE  
MACKINTOSH.  
University of Hongkong.  
August 11, 1922.

large mooring rings have been fixed to the pier, but they are placed too high and too far apart to be of any use to small craft, particularly at low tide. As even the steam launches are in the habit of hanging on to the steps of the existing wooden piers by means of a hook and line, it is apparent that some arrangement will have to be made to enable them to dockwise when coming alongside the new stone steps. An iron rail fixed on the outer edge of the steps and supported by stanchions about six inches in height would probably answer the purpose and remove the inconvenience which at present exists.

STRANGE VESSELS TO US.  
There is quite a fine fleet of sailing craft at anchor in the harbour off Wanchai just now. It comprises no less than nine vessels of different rigs and each of them is a worthy representative of her class. Among the iron ships is the big British 4-master *Ancora* and another British ship is the *Sierra Nevada*, both looking regular clippers with their lofty spars and very square yards. Another fine model is seen in the German iron ship *Wilkommen*. She, like the two first named, is having her hull scraped and painted, but the beauty of her lines is unmistakable. The French barque *Du Guesclin*, with her smashed bowsprit, is somewhat handicapped as to appearance, but has a hull and spars that take the nautical eye at once. The wooden ships also make a good show, the pretty British barquentine *Spinaway* having the lines and masts of a yacht and she is as trim looking as the most fastidious skipper could wish his craft to be. The American ship *Isaac Reed* is a typical vessel of her class, with the flat stern so often seen under the stars and stripes and the white painted wheel house and cabin, with a white rail tumbling home around her after topsides. The Maine ship *Abner Coburn* is another specimen of the same class, but, being painted a very light grey, her hull is shown off to much greater advantage. Away down off West Point are more sailing vessels and they, with the large number of steamers continually entering and leaving the harbour, help to make a picture that is exceedingly interesting and bears striking testimony to the maritime importance of Hongkong.

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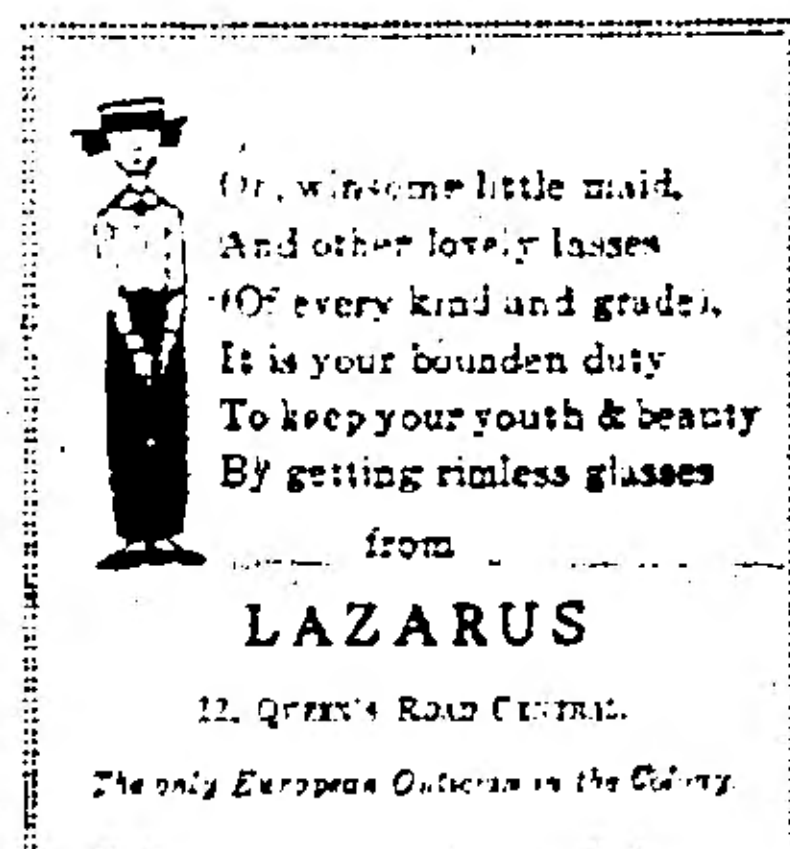
"Daisy" ... .. \$1.10 per lb.  
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Edam ... .. \$3.25 per ball  
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# CAMERA NEWS



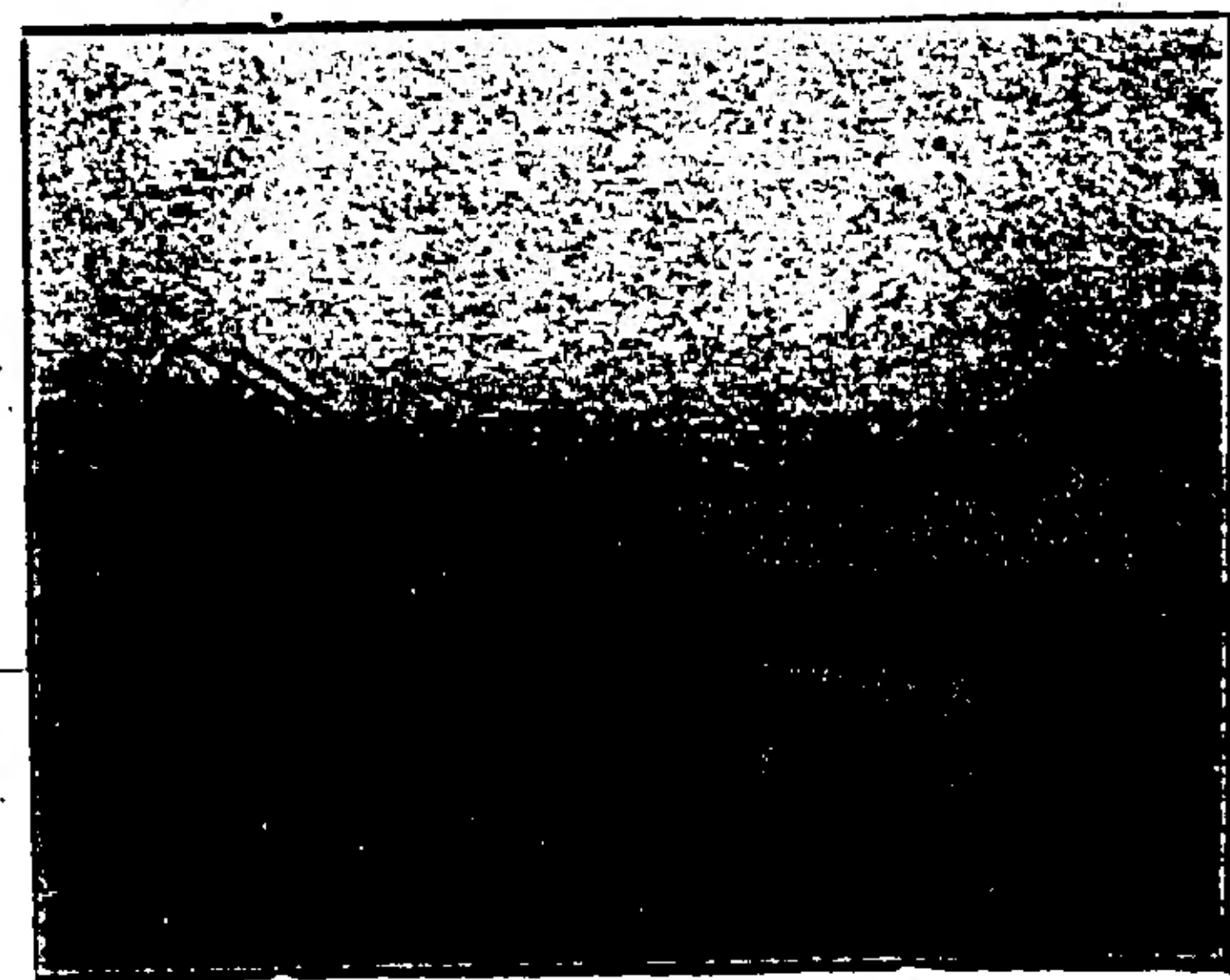
Photo: Mee Cheung.  
The Indian Recreation Club's team, winners of the "A" Division —  
Top row from left—O. Rumjahn, A. H. Rumjahn, S. A. Rumjahn, A. A. Rumjahn.  
Bottom row from left—H. D. Rumjahn, O. Ismail.



All that was left of the Club.

## THE SWATOW TYPHOON.

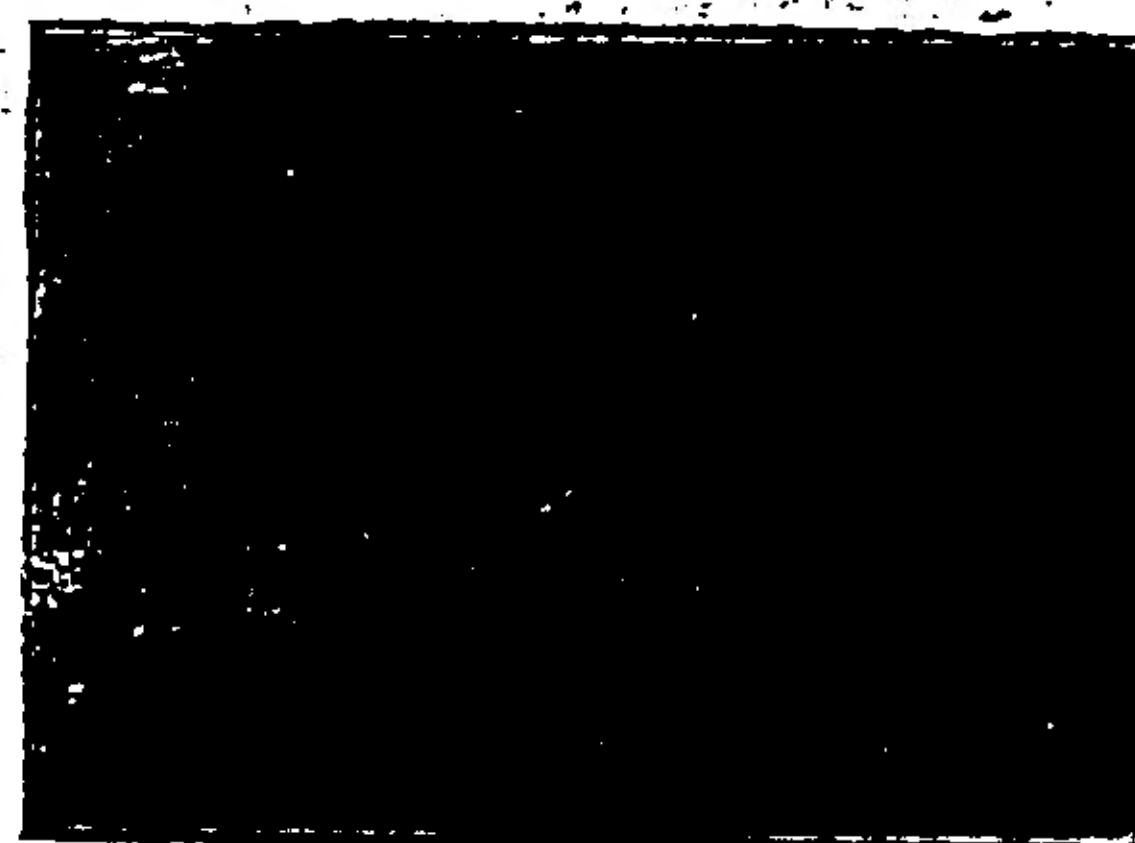
Photos by the courtesy of  
Dr. Leslie Thomas.



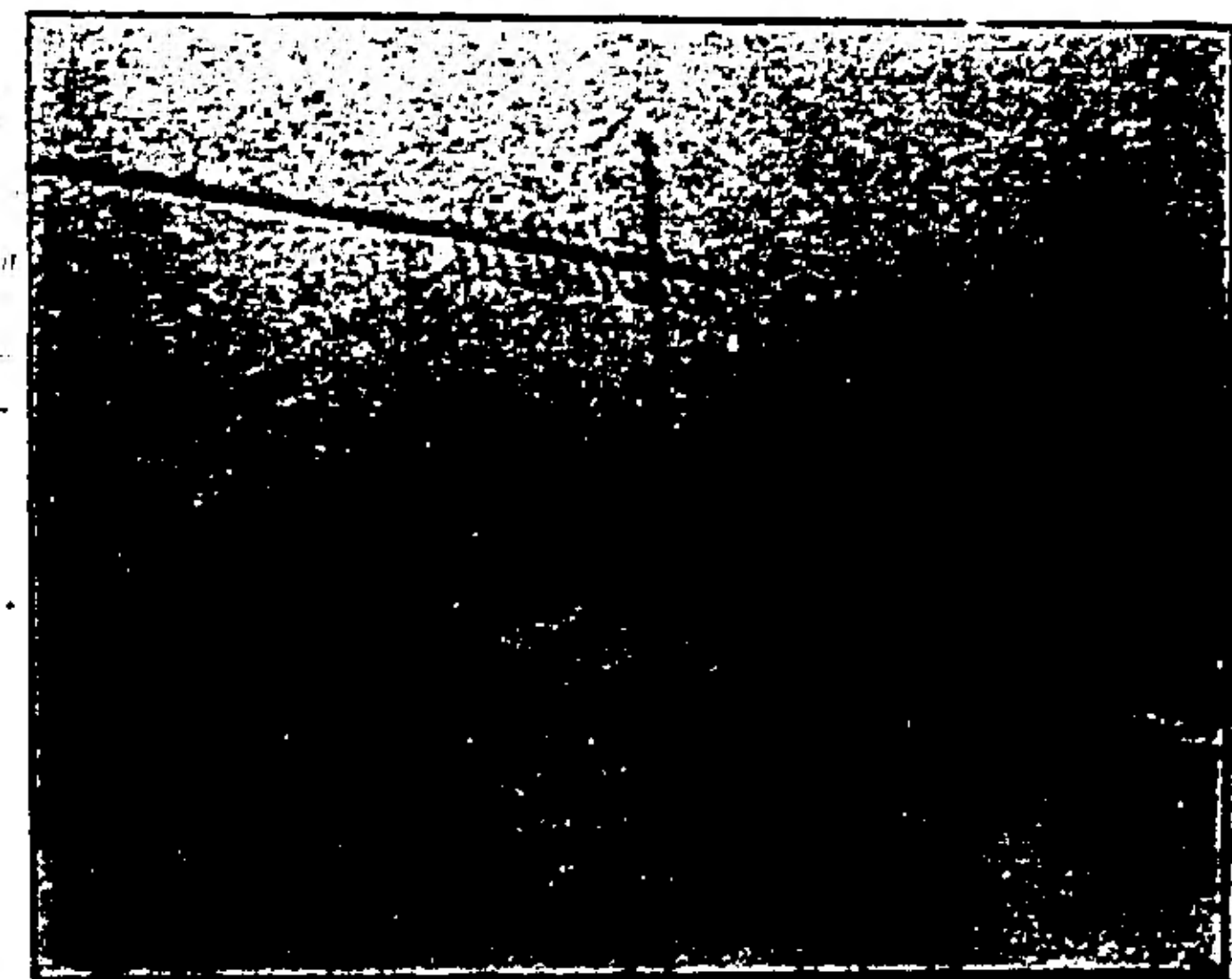
A smashed Pontoon and Jetty.



Photo: Mee Cheung.  
The Indian Recreation Club's team, winners of the "B" Division —  
Top row from left—S. A. Hussain, D. Rumjahn, O. Ismail, A. el Arculli.  
Bottom row from left—L. Hassan, S. Cassumbhoy.



Carrying a boat back to the water.



One of the many wrecked telephone poles.



This picture shows Vesuvius getting active again.



Bill Norton measures bathing suits at beaches at Washington, D. C., to see that they are not more than six inches above the knee. Lucky-Bill.



Mr. F. A. Mitchell-Hedges, British hunter and explorer, lands a 410-pound sea leopard off Jamaica. He says it is the record catch with ordinary rod and line.







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Canada	England	Canada	England
Empress of Australia Aug. 24 Sept. 11	Empress of Scotland Sept. 19 Sept. 26		
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Empress of Canada Sept. 21 Oct. 9	Empress of Scotland Oct. 17 Oct. 24		
Empress of Russia Oct. 5 Oct. 23	Empress of France Oct. 31 Nov. 7		
Empress of Australia Oct. 19 Nov. 6	Empress of Scotland Nov. 14 Nov. 21		

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PERSIA M. 9,000 Aug. 31	TESYO M. 25,000 Oct. 4		
TATTO M. 22,000 Sept. 9	KOREA M. 20,000 Oct. 18		

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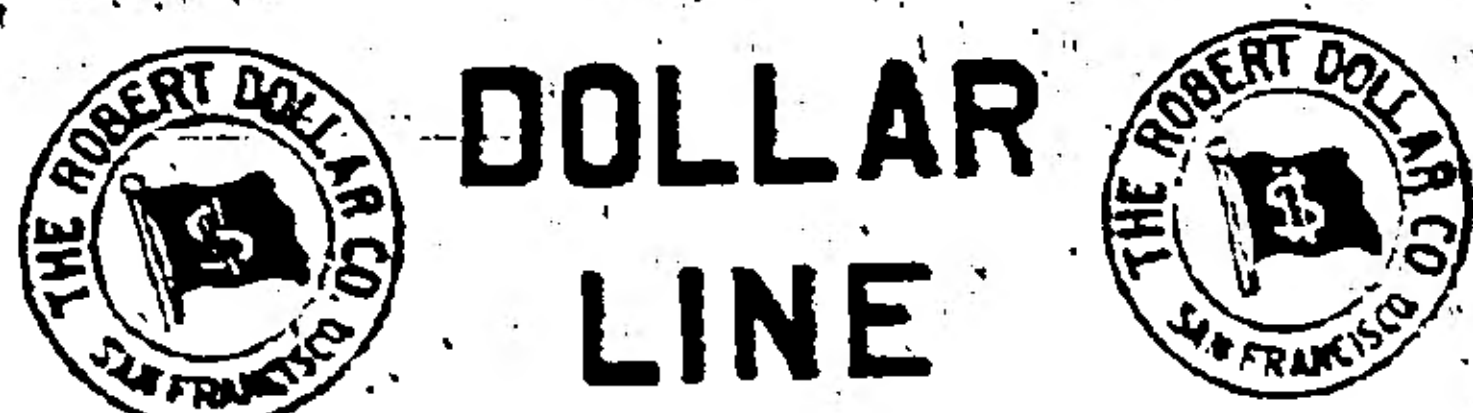


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President McKinley	Sept. 11

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Manila via Haiphong	CORDILLERE 11,000	On or about 5th Sept.
Manila, Singapore	AMAZONE 11,000	On or about 12th Sept.
Perman, Yokohama	ANGKOR 15,000	On or about 3rd Oct.
Lyons, Suez and Port-Said	ANGKOR 15,000	On or about 17th Oct.

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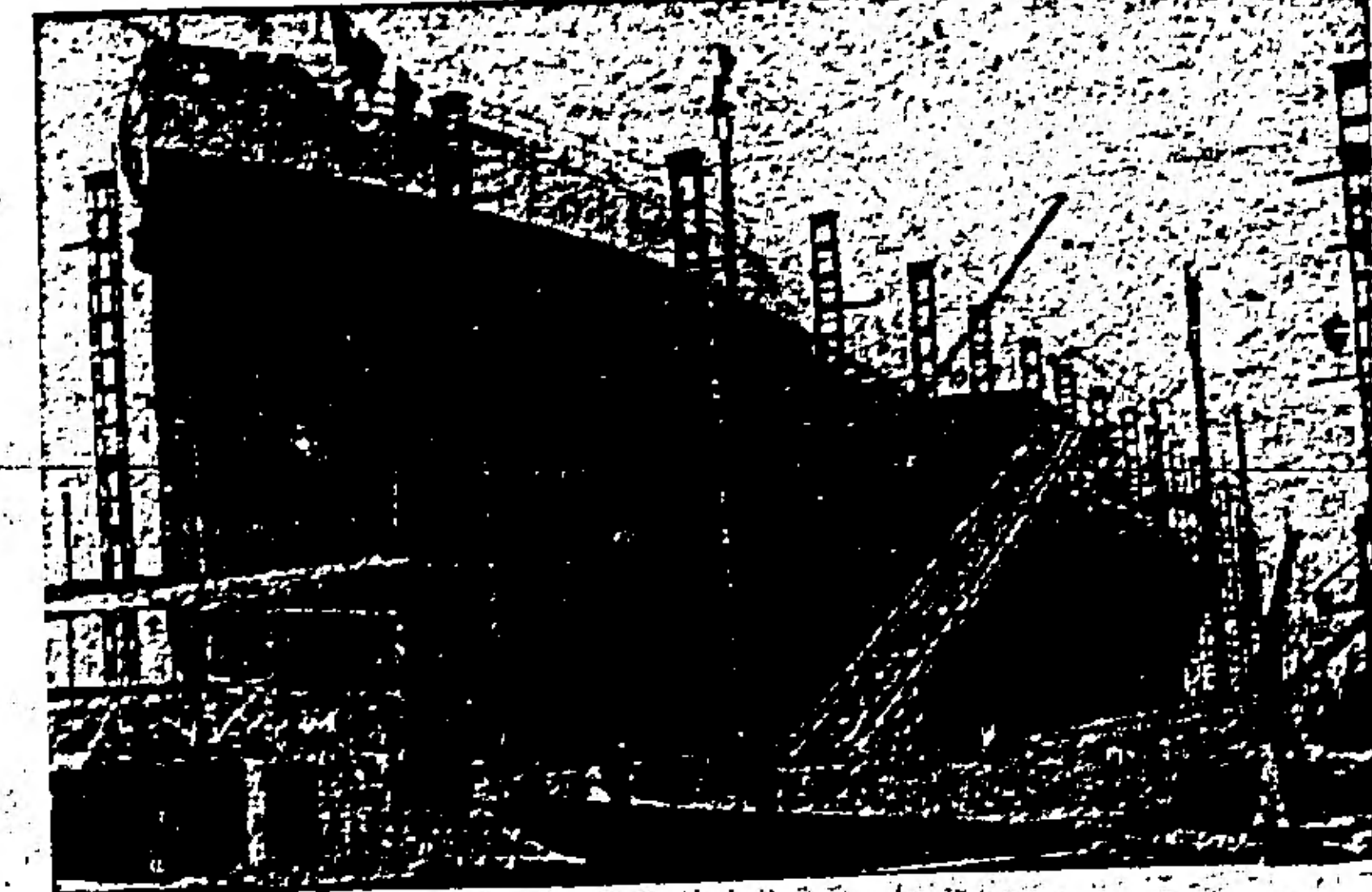
No. 1 Length 700ft. Breadth 26ft.

No. 2 Length 371ft. Breadth 74ft.

No. 3 Length 264ft. Breadth 43ft. 3in.

No. 1 Ship Length 240ft. Breadth 60ft.

No. 2 Ship Length 220ft. Breadth 60ft.



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COSMOPOLITAN DOCK

Length 466ft.

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COMMERCIAL NEWS.

COTTON GROWING IN CHIEHLI.

The Industrial Commissioner of Chiehl has distributed 10,000 cotton seeds for cultivation in the forty-seven districts of the province. The District Industrial Commissioners are instructed to report in detail on results.

BRITISH EMPIRE EXHIBITION.

The British Engineers' Association has been entrusted with the task of organising the ship-building, marine, mechanical and general engineering section of the British Empire Exhibition, to be held in London in 1924. The work of organising this section and allotting space thereto will be controlled by a special committee, composed of the president and council of the association, and a number of independent representatives of the engineering industry. Within the limits of the space available—about 238,000 square feet—every effort will be exerted to make the engineering exhibits representative of all that is best in modern British practice.

SHANGHAI COAL MARKET.

Messrs. Wheelock & Co., Shanghai, in their circular of 27th July, state: Japan Coal.—There is no change to report on this market since last writing and there is no demand and no new business being done which is hardly to be wondered at considering that height of Summer is always the slack season of the year in the coal trade.—Fushun Coal.—Nothing fresh to report.—Fuchung Anthracite.—The same remarks apply also in this case.—Kaping Coal.—Since last writing a distinct improvement is noticeable in the political situation. Coal shipments have been resumed from Chinwangtao; and it is hoped that normal quantity can be loaded during the month of August. Owing to shortage of stocks prices remain very firm.

BRITAIN'S RECOVERY.

Lord Waring opened a successful carnival in the De Montford Hall Grounds last month. "When," he said, "we compare the resulting conditions in Britain with those that followed the Napoleonic Wars we are struck by the wonderful way in which our country lifted over the after-war period of difficulty. This to my mind, has been due chiefly to the wonderful insight and sagacity of the Coalition Government, headed by that greatest of statesmen, Mr. Lloyd George." He was convinced, he added, that a continuation of the Coalition was as essential as ever it was whilst the aftermath of the war was still with us. Mr. Lloyd George's brilliant accomplishments during the war had been maintained with unceasing effort since, both in the Peace Congress and recently at Geneva, where, in spite of all opposition, his exemplary patience and untiring and extraordinary tenacity and ability commanded the admiration of almost every country present, and enhanced the lustre and reputation of Great Britain.



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA-APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**

COMPANIES incorporated in ENGLAND

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS.  
RED SEA, RYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SARDINIA	6,681	15 Aug. 11 a.m.	Ste. Aden, P.S. M'les, L'don
SICILIA	6,702	19 Aug.	Spore, Pang Cbo & B'way
JEYPORE	6,580	29th Aug.	Spore, Pang Cbo & B'way
DEVANHA	8,092	30th Aug.	M'les, London & Antwerp
NOVARA	6,650	13th Sept.	M'les, London & Antwerp
MACEDONIA	11,000	27th Sept.	B'way, M'les, L'don, Antwerp
KALYAN	9,000	11th Oct.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA 6,956 19th Aug. C'ia via Spore &amp; Penang.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

EASTERN 4,000 31st Aug. (Manila, Thurs. Island, Cairns, Trille, Brisbane, Sydney and Melbourne.)

SAILINGS TO SHANGHAI & JAPAN.  
NOVARA 6,650 14 Aug. 10 a.m. S'hai, Moji, Kobe, Y'hama  
TAKADA 6,919 17 Aug. d'light Amoy, Shanghai & Japan  
TORILLA 5,205 27th Aug. Japan  
KALYAN 9,000 28th Aug. Shanghai & Japan.All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.  
Passes, Messing, etc. more than 100 ft. x 24 in. will be received at the Company's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
Agents.  
22, Des Voeux Road Central.**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
S.S. GLENADE	13th August.
S.S. GLENARIFFE	30th August.
S.S. GLENAMOY	20th September.
S.S. GLENODLE	4th October.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENSHANE	28th Aug. 6.00 a.m.	L'DON, A'WERP, R'DAM, H'BURG.
S.S. GLENLUCE	2nd Sept. 6.00 a.m.	L'DON, A'WERP, R'DAM, H'BURG.
S.S. PEMBRUKESHIRE	24th Sept. 6.00 a.m.	L'DON, A'WERP, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3695

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at Hongkong	Will leave at	For
Tjilatjap	Java	in port	12th Aug.	Soerabaya
Tjisondari	N. China	13th Aug.	15th Aug.	Batavia
Tjipanas	Java	15th Aug.	21st Aug.	M'lar, S'hai
Tjisalak	Java	16th Aug.	19th Aug.	S'hai, Y'hama
Tjikembang	Java	17th Aug.	26th Aug.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

**JAVA PACIFIC LIJN.**  
NEXT SAILING.

Steamer	From	Expected at Hongkong	Will leave at	For
Tjilatjap	Java	in port	12th Aug.	Soerabaya
Tjisondari	N. China	13th Aug.	15th Aug.	Batavia
Tjipanas	Java	15th Aug.	21st Aug.	M'lar, S'hai
Tjisalak	Java	16th Aug.	19th Aug.	S'hai, Y'hama
Tjikembang	Java	17th Aug.	26th Aug.	Batavia

Lading issued to U.S.A. and Canadian  
Through Bills of  
Overland Points.  
For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

KAMA MARU	(Calling Keelung) Saturday, 19th Aug. at 11 a.m.
IYO MARU	(Nagasaki direct) Sat. 16th Sept. at 11 a.m.
MARSHALLS, LONDON & ANTWERP	via Singapore, &c.
KAMO MARU	Friday, 12th Aug. at 11 a.m.
KATORI MARU	Friday, 1st Sept. at 11 a.m.
LAMBURO via LONDON, ROTTERDAM.	Friday, 3rd September.
LIMA MARU	via MARSEILLES & GLASGOW.
REMOAL MARU	Sunday, 3rd September.
SYDNEY & MELBOURNE via Manila, &c.	Tuesday, 15th Aug. at 11 a.m.
AKI MARU	Tuesday, 19th Sept. at 11 a.m.
TANGO MARU	Tuesday, 19th Sept. at 11 a.m.
NEW YORK VIA PANAMA.	Middle of September.
LYONS MARU	Middle of September.
NEW YORK via Suez.	
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.	
OMBAI via Singapore, Penang & Colombo.	Saturday, 12th August.
AKWA MARU	via Singapore, Penang & Rangoon.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 18th Aug.
OSAKA MARU	Thursday, 17th Aug. at 11 a.m.
YAGASAKI, KOBE & YOKOHAMA.	Thursday, 17th Aug. at 11 a.m.
TANGO MARU	Thursday, 17th Aug. at 11 a.m.
SHANOHAI, KOBE & YOKOHAMA.	Monday, 14th August.
BUYO MARU	(Calling Keelung) Monday, 14th August.
KASHIMA MARU	Wednesday, 16th Aug. at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON  
FOR NEW YORK & BOSTON.

S.S. "DACRE CASTLE" ... Sailing middle of September.

**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "TRACIA" ... Sailing on or about 19th August.  
S.S. "PERSIA" ... Sailing on or about 19th Sept.

For BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" ... Sailing on or about 5th September.  
S.S. "PERSIA" ... Sailing on or about 29th September.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" ... Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	7th Aug.	12th Aug. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SONS, LTD.)

Telephone No. 36. Agents.

**"ELLERMAN" LINE.****ELLERMAN & BUCKNALL STEAMSHIP CO. (LTD.)**

FREIGHT &amp; PASSENGER SERVICE

OUTWARDS.

Steamer	Sailing	Shanghai, Kobe & Yokohama
City of Sydney	20th August.	

HOMEWARDS.

City of Manchester <td>28th Aug.</td> <td>Marseilles, L'don, Antwerp &amp; H'BURG.</td>	28th Aug.	Marseilles, L'don, Antwerp & H'BURG.
City of Florence <td>5th Sept.</td> <td>London, Antwerp, R'dam &amp; Hamburg</td>	5th Sept.	London, Antwerp, R'dam & Hamburg

Subject to change without notice.

For particulars of freight and passage rates apply to—

**THE BANK LINE, LTD.**

or to REISS &amp; Co. Canton.

General Agents.

**SIAMESE STEAMSHIP COMPANY.**

Sailings from Hongkong—

For Steamers To Sail.

SANGKOK ... 12th Aug. at 4 p.m.

For further particulars apply to—

**BUTTERFIELD & SWIRE,**

(JOHN SWIRE &amp; SONS, LTD.)

Agents.

Tel. 36.

**COASTAL SHIPPING.****INDO CHINA STEAM  
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTAO via S'hai & S'hai	Wahshing	Sun. 13th Aug. at d'light
BANGKOK via Hoilow	Chunsang	Sun. 13th Aug. at d'light
TTAO via S'hai & S'hai	Wingsang	Tues. 15th Aug. at noon
BANGKOK via Swatow	Foehsing	Tues. 15th Aug. at noon
HAIPHONG via Hoilow	Mingsang	Wed. 16th Aug. at d'light
TIENTSIN	Cheongshing	Wed. 16th Aug. at noon
SANDAKAN	Mausang	Wed. 16th Aug. at noon
TTAO via S'hai & S'hai	Fansang	Thurs. 17th Aug. at noon
MANILA	Loongsang	Fri. 18th Aug. at 3 p.m.
STRAITS & Calcutta	Laisang	Sat. 19th Aug. at 3 p.m.
KOBE	Kumsang	Mon. 23rd Aug. at noon

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoilow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sarikak by two 5,000 ton steamers, s.s. "HINSANG" &amp; "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Laisang" will be despatched on or about Saturday, 19th Aug., at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

Telephone No. 215.

General Managers.

**C. N. C.**CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Sunning	13th Aug. at 4 p.m.
SHANGHAI & ISINGTAO	Szechuen	15th Aug. at 4 p.m.
SWATOW & BANGKOK	Kwangchow	15th Aug. at 4 p.m.
AMOI & SHANGHAI	Suiyang	18th Aug. at 10 a.m.
SHANGHAI & TSINGTAO	Soochow	19th Aug. at 4 p.m.
SWATOW & SINGAPORE	Kwangtung	20th Aug. at 2 p.m.
H'HOW, PHOI, H'PHONG	Kailong	22nd Aug. at d'light
SHANGHAI & TSINGTAO	Kanchow	22nd Aug. at 4 p.m.
WWEI C'FOO, TIENTSIN	Huichow	22nd Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'hai.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

(JOHN SWIRE &amp; SONS, LTD.)

Telephone No. 36.

Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. C. Parmore	TUES. 15th Aug. at 1 p.m.
Hailong	J. S. Thomson	TUES. 22nd Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. MACASSAR MARU Sailing on or about 27th Aug.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 20th Aug.

For further particulars please apply to—

**K. SUZUKI,**

Manager.

Tel. No. 2205.

Second Floor, Prince's Building.

**SHIPPING NEWS.****HONEST JOHN.**  
Mr. "Pussfoot" Johnson recently crossed the Atlantic in a Cunarder because, he says, "British ships are not, but they are honest about it."**DEUTSCHLAND'S LAST RESTING PLACE.**Although there was a fair gathering at Messrs. Kellock and Co.'s salerooms in Waterstreet, Liverpool, when the ex-German super-submarine Deutschland was offered for sale by public auction, the bidding was far from spirited, and the vessel was finally knocked down for £200 to Messrs. Robert Smith and Sons, Birkenhead. The auctioneer described the "lot" as being the hull of the ex-German super-submarine, lying in Messrs. Clever and Clayton and Co.'s dry dock at Birkenhead. It appeared to have been built of steel at Kiel in 1916; its dimensions were 215ft. by 28ft. by 19ft., and buyers of any nationality would be allowed to purchase subject to the conditions of sale. The orders for this sale were from the High Court of Justice (Admiralty Division). The bidding opened at £50, and although the auctioneer remarked that it should have been £500, by way of £60, £70, £80, and £90, to £100, was but slow. Then the original bidder made an advance of £50, and when, by dint of some persuasion, another bidder had been induced to say £160 Mr. Smith clinched the matter with another courageous offer of £200. Thereafter, although the auctioneer dilated upon the fact that the explosion had helped by distributing the stuff ready for the market, the bidding reached a standstill. Even the declaration that it was now an open sale did not move anyone to go higher, and finally Messrs. Smith became the purchasers of the vessel. Interviewed by the *Journal of Commerce* representative, Mr. Smith said it was their intention to beach it at New Ferry, and there cut it up for scrap iron. The work will commence at once. He expressed the view that he had given quite a good price for it.**CONCRETE-BUILT FLEET PURCHASED.**

An interesting experiment is indicated in the news that a well-known firm of London shipbrokers have purchased the concrete fleet whose construction caused such strong comment at the beginning of the national economy movement, and they intend to maintain a regular service from the Tyne to London. The fleet consists of about thirty huge lighters and ten powerful steamers, all constructed by the Ministry of Shipping at the end of the war and beginning of the Armistice. The "stone ships" have so much heavier a hull than steel vessels of equal carrying capacity that shipowners were not enthusiastic about them, and for months after month they lay in the Tyne awaiting purchasers. Hitherto, British shipowners have not regarded seagoing lighters as all that favourable, although they have been extensively used in the United States, Germany, and the Low Countries, and during the war they proved themselves particularly successful in transporting munitions from Rictborough to France. It was for this purpose in fact that the concrete lighters were built. Taking speed, dues, and all things into consideration, the actual cost of transporting a thousand tons of coal down the coast by tug and lighter is very little cheaper than by one of the very economical little collier steamers that have been evolved in the North Country, but while the most expensive part of the shift—be engines and engineering staff—have to "stand by" all the time she is loading and unloading, the tug can start off with another barge as soon as she has brought one safe to her wharf, which means a great saving. The purchasing company has managed to get its material so cheaply that the capital charges are very small, very much less than almost any of the steamship companies now running on the route. Against this must be put the fact that the chances of accidents is considerably increased and the charge for insurance very much more in consequence. The experiment is a daring one, but if the calculations of the company prove correct, a very considerable saving will be effected, and the cost might very well be to the advantage of the London coal consumer, especially if the lighter system works more north-bound cargoes to be collected in the Thames. At present practically every collier goes back to the Tyne light, so that the freight on the coal has to pay for the expenses of both trips.



